



# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE BRIGHT FRESH EYES OF YOUTH CAN BE YOURS AGAIN BY THE USE OF CROOKES' GLASSES.  
N. LAZARUS, OPTHALMIC OPTICIAN, 25, Queen's Road Central, HONGKONG.

No. 19,091 號一十九零千九萬一第

日十初月七年未己

HONGKONG, TUESDAY, AUGUST 5TH, 1919.

二拜禮 號五月八年捌國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 275 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & Co.,  
General Managers. [80]

CAPE WHITE WINES.

"DRAKENSTEIN" and "JAGGER CUP"  
Shipped by  
J. SEDGWICK & CO., LTD.  
CAPE TOWN.

SOLE AGENTS:  
CALDBECK, MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL,  
Telephone No. 72.

CARTRIDGES! CARTRIDGES!  
NEWLY ARRIVED.  
SPORTING CARTRIDGES,  
12, 16 and 20 bore. Loaded  
with E. O. Powder, a powder  
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.  
19, QUEEN'S ROAD CENTRAL,  
Hongkong.

FURNITURE AND PHOTO GOODS  
STORE.  
GLASS ENGRAVING, SIGN-BOARD AND  
METAL MARKS.  
CANTON MARBLES IN VARIOUS SHADES.  
Photographic Goods of Every Description  
in Stock.  
DEVELOPING, PRINTING AND ENLARGING  
UNDERSTANDING.

TELEPHONE 1213. [78]

BEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE

| WEEK DAYS.             |                  |
|------------------------|------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes |
| 8.00 " " 9.30 " "      | " " 10 "         |
| 9.30 " " 11.00 " "     | " " 15 "         |
| 11.30 " " 12.45 p.m.   | " " 15 "         |
| 12.45 p.m. to 1.15 " " | " " 15 "         |
| 1.15 " " 2.15 " "      | " " 10 "         |
| 2.15 " " 3.00 " "      | " " 15 "         |
| 3.00 " " 4.00 " "      | " " 10 "         |

### NIGHT CARS.

|                                 |                  |
|---------------------------------|------------------|
| 8.30 p.m., 9.00 p.m., 9.30 p.m. | Every 30 minutes |
| 11.45 p.m.                      |                  |

### SATURDAY.

| Extra Car—12.00 Midnight. |                  |
|---------------------------|------------------|
| SUNDAY.                   |                  |
| 7.30 a.m.                 |                  |
| 8.00 " " 10.30 a.m.       | Every 15 minutes |
| 10.30 " " 11.00 a.m.      | " " 10 "         |
| 11.30 " " 12.00 noon      | " " 15 "         |
| 12.00 noon to 1.00 p.m.   | " " 10 "         |
| 1.00 p.m. to 5.30 " "     | " " 15 "         |
| 5.30 " " 8.00 " "         | " " 10 "         |
| 8.00 " " 9.30 " "         | " " 15 "         |
| 9.30 " " 8.00 " "         | " " 10 "         |

### NIGHT CARS.

As on Week Days.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
called in the Company's time-table, but not  
of special cars, can be obtained on applica-  
tion at the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Compendious Order representing Bank  
Notes.  
JOHN D. HUMPHREYS & SON,  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

### DOWN TRAINS.

| Stations | No. 1<br>Through<br>Express<br>a.m. | No. 2<br>Through<br>Express<br>a.m. | No. 3<br>Through<br>Express<br>a.m. | No. 4<br>Through<br>Express<br>a.m. | No. 5<br>Through<br>Express<br>a.m. | No. 6<br>Through<br>Express<br>a.m. | No. 7<br>Through<br>Express<br>a.m. | No. 8<br>Through<br>Express<br>a.m. | No. 9<br>Through<br>Express<br>a.m. | No. 10<br>Through<br>Express<br>a.m. | No. 11<br>Through<br>Express<br>a.m. | No. 12<br>Through<br>Express<br>a.m. | No. 13<br>Through<br>Express<br>a.m. | No. 14<br>Through<br>Express<br>a.m. | No. 15<br>Through<br>Express<br>a.m. | No. 16<br>Through<br>Express<br>a.m. | No. 17<br>Through<br>Express<br>a.m. | No. 18<br>Through<br>Express<br>a.m. | No. 19<br>Through<br>Express<br>a.m. | No. 20<br>Through<br>Express<br>a.m. | No. 21<br>Through<br>Express<br>a.m. | No. 22<br>Through<br>Express<br>a.m. | No. 23<br>Through<br>Express<br>a.m. | No. 24<br>Through<br>Express<br>a.m. | No. 25<br>Through<br>Express<br>a.m. | No. 26<br>Through<br>Express<br>a.m. | No. 27<br>Through<br>Express<br>a.m. | No. 28<br>Through<br>Express<br>a.m. | No. 29<br>Through<br>Express<br>a.m. | No. 30<br>Through<br>Express<br>a.m. | No. 31<br>Through<br>Express<br>a.m. | No. 32<br>Through<br>Express<br>a.m. | No. 33<br>Through<br>Express<br>a.m. | No. 34<br>Through<br>Express<br>a.m. | No. 35<br>Through<br>Express<br>a.m. | No. 36<br>Through<br>Express<br>a.m. | No. 37<br>Through<br>Express<br>a.m. | No. 38<br>Through<br>Express<br>a.m. | No. 39<br>Through<br>Express<br>a.m. | No. 40<br>Through<br>Express<br>a.m. | No. 41<br>Through<br>Express<br>a.m. | No. 42<br>Through<br>Express<br>a.m. | No. 43<br>Through<br>Express<br>a.m. | No. 44<br>Through<br>Express<br>a.m. | No. 45<br>Through<br>Express<br>a.m. | No. 46<br>Through<br>Express<br>a.m. | No. 47<br>Through<br>Express<br>a.m. | No. 48<br>Through<br>Express<br>a.m. | No. 49<br>Through<br>Express<br>a.m. | No. 50<br>Through<br>Express<br>a.m. | No. 51<br>Through<br>Express<br>a.m. | No. 52<br>Through<br>Express<br>a.m. | No. 53<br>Through<br>Express<br>a.m. | No. 54<br>Through<br>Express<br>a.m. | No. 55<br>Through<br>Express<br>a.m. | No. 56<br>Through<br>Express<br>a.m. | No. 57<br>Through<br>Express<br>a.m. | No. 58<br>Through<br>Express<br>a.m. | No. 59<br>Through<br>Express<br>a.m. | No. 60<br>Through<br>Express<br>a.m. | No. 61<br>Through<br>Express<br>a.m. | No. 62<br>Through<br>Express<br>a.m. | No. 63<br>Through<br>Express<br>a.m. | No. 64<br>Through<br>Express<br>a.m. | No. 65<br>Through<br>Express<br>a.m. | No. 66<br>Through<br>Express<br>a.m. | No. 67<br>Through<br>Express<br>a.m. | No. 68<br>Through<br>Express<br>a.m. | No. 69<br>Through<br>Express<br>a.m. | No. 70<br>Through<br>Express<br>a.m. | No. 71<br>Through<br>Express<br>a.m. | No. 72<br>Through<br>Express<br>a.m. | No. 73<br>Through<br>Express<br>a.m. | No. 74<br>Through<br>Express<br>a.m. | No. 75<br>Through<br>Express<br>a.m. | No. 76<br>Through<br>Express<br>a.m. | No. 77<br>Through<br>Express<br>a.m. | No. 78<br>Through<br>Express<br>a.m. | No. 79<br>Through<br>Express<br>a.m. | No. 80<br>Through<br>Express<br>a.m. | No. 81<br>Through<br>Express<br>a.m. | No. 82<br>Through<br>Express<br>a.m. | No. 83<br>Through<br>Express<br>a.m. | No. 84<br>Through<br>Express<br>a.m. | No. 85<br>Through<br>Express<br>a.m. | No. 86<br>Through<br>Express<br>a.m. | No. 87<br>Through<br>Express<br>a.m. | No. 88<br>Through<br>Express<br>a.m. | No. 89<br>Through<br>Express<br>a.m. | No. 90<br>Through<br>Express<br>a.m. | No. 91<br>Through<br>Express<br>a.m. | No. 92<br>Through<br>Express<br>a.m. | No. 93<br>Through<br>Express<br>a.m. | No. 94<br>Through<br>Express<br>a.m. | No. 95<br>Through<br>Express<br>a.m. | No. 96<br>Through<br>Express<br>a.m. | No. 97<br>Through<br>Express<br>a.m. | No. 98<br>Through<br>Express<br>a.m. | No. 99<br>Through<br>Express<br>a.m. | No. 100<br>Through<br>Express<br>a.m. | No. 101<br>Through<br>Express<br>a.m. | No. 102<br>Through<br>Express<br>a.m. | No. 103<br>Through<br>Express<br>a.m. | No. 104<br>Through<br>Express<br>a.m. | No. 105<br>Through<br>Express<br>a.m. | No. 106<br>Through<br>Express<br>a.m. | No. 107<br>Through<br>Express<br>a.m. | No. 108<br>Through<br>Express<br>a.m. | No. 109<br>Through<br>Express<br>a.m. | No. 110<br>Through<br>Express<br>a.m. | No. 111<br>Through<br>Express<br>a.m. | No. 112<br>Through<br>Express<br>a.m. | No. 113<br>Through<br>Express<br>a.m. | No. 114<br>Through<br>Express<br>a.m. | No. 115<br>Through<br>Express<br>a.m. | No. 116<br>Through<br>Express<br>a.m. | No. 117<br>Through<br>Express<br>a.m. | No. 118<br>Through<br>Express<br>a.m. | No. 119<br>Through<br>Express<br>a.m. | No. 120<br>Through<br>Express<br>a.m. | No. 121<br>Through<br>Express<br>a.m. | No. 122<br>Through<br>Express<br>a.m. | No. 123<br>Through<br>Express<br>a.m. | No. 124<br>Through<br>Express<br>a.m. | No. 125<br>Through<br>Express<br>a.m. | No. 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151<br>Through<br>Express<br>a.m. | No. 152<br>Through<br>Express<br>a.m. | No. 153<br>Through<br>Express<br>a.m. | No. 154<br>Through<br>Express<br>a.m. | No. 155<br>Through<br>Express<br>a.m. | No. 156<br>Through<br>Express<br>a.m. | No. 157<br>Through<br>Express<br>a.m. | No. 158<br>Through<br>Express<br>a.m. | No. 159<br>Through<br>Express<br>a.m. | No. 160<br>Through<br>Express<br>a.m. | No. 161<br>Through<br>Express<br>a.m. | No. 162<br>Through<br>Express<br>a.m. | No. 163<br>Through<br>Express<br>a.m. | No. 164<br>Through<br>Express<br>a.m. | No. 165<br>Through<br>Express<br>a.m. | No. 166<br>Through<br>Express<br>a.m. | No. 167<br>Through<br>Express<br>a.m. | No. 168<br>Through<br>Express<br>a.m. | No. 169<br>Through<br>Express<br>a.m. | No. 170<br>Through<br>Express<br>a.m. | No. 171<br>Through<br>Express<br>a.m. | No. 172<br>Through<br>Express<br>a.m. | No. 173<br>Through<br>Express<br>a.m. | No. 174<br>Through<br>Express<br>a.m. | No. 175<br>Through<br>Express<br>a.m. | No. 176<br>Through<br>Express<br>a.m. | No. 177<br>Through<br>Express<br>a.m. | No. 178<br>Through<br>Express<br>a.m. | No. 179<br>Through<br>Express<br>a.m. | No. 180<br>Through<br>Express<br>a.m. | No. 181<br>Through<br>Express<br>a.m. | No. 182<br>Through<br>Express<br>a.m. | No. 183<br>Through<br>Express<br>a.m. | No. 184<br>Through<br>Express<br>a.m. | No. 185<br>Through<br>Express<br>a.m. | No. 186<br>Through<br>Express<br>a.m. | No. 187<br>Through<br>Express<br>a.m. | No. 188<br>Through<br>Express<br>a.m. | No. 189<br>Through<br>Express<br>a.m. | No. 190<br>Through<br>Express<br>a.m. | No. 191<br>Through<br>Express<br>a.m. | No. 192<br>Through<br>Express<br>a.m. | No. 193<br>Through<br>Express<br>a.m. | No. 194<br>Through<br>Express<br>a.m. | No. 195<br>Through<br>Express<br>a.m. | No. 196<br>Through<br>Express<br>a.m. | No. 197<br>Through<br>Express<br>a.m. | No. 198<br>Through<br>Express<br>a.m. | No. 199<br>Through<br>Express<br>a.m. | No. 200<br>Through<br>Express<br>a.m. | No. 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251<br>Through<br>Express<br>a.m. | No. 252<br>Through<br>Express<br>a.m. | No. 253<br>Through<br>Express<br>a.m. | No. 254<br>Through<br>Express<br>a.m. | No. 255<br>Through<br>Express<br>a.m. | No. 256<br>Through<br>Express<br>a.m. | No. 257<br>Through<br>Express<br>a.m. | No. 258<br>Through<br>Express<br>a.m. | No. 259<br>Through<br>Express<br>a.m. | No. 260<br>Through<br>Express<br>a.m. | No. 261<br>Through<br>Express<br>a.m. | No. 262<br>Through<br>Express<br>a.m. | No. 263<br>Through<br>Express<br>a.m. | No. 264<br>Through<br>Express<br>a.m. | No. 265<br>Through<br>Express<br>a.m. | No. 266<br>Through<br>Express<br>a.m. | No. 267<br>Through<br>Express<br>a.m. | No. 268<br>Through<br>Express<br>a.m. | No. 269<br>Through<br>Express<br>a.m. | No. 270<br>Through<br>Express<br>a.m. | No. 271<br>Through<br>Express<br>a.m. | No. 272<br>Through<br>Express<br>a.m. | No. 273<br>Through<br>Express<br>a.m. | No. 274<br>Through<br>Express<br>a.m. | No. 275<br>Through<br>Express<br>a.m. | No. 276<br>Through<br>Express<br>a.m. | No. 277<br>Through<br>Express<br>a.m. | No. 278<br>Through<br>Express<br>a.m. | No. 279<br>Through<br>Express<br>a.m. | No. 280<br>Through<br>Express<br>a.m. | No. 281<br>Through<br>Express<br>a.m. | No. 282<br>Through<br>Express<br>a.m. | No. 283<br>Through<br>Express<br>a.m. | No. 284<br>Through<br>Express<br>a.m. | No. 285<br>Through<br>Express<br>a.m. | No. 286<br>Through<br>Express<br>a.m. | No. 287<br>Through<br>Express<br>a.m. | No. 288<br>Through<br>Express<br>a.m. | No. 289<br>Through<br>Express<br>a.m. | No. 290<br>Through<br>Express<br>a.m. | No. 291<br>Through<br>Express<br>a.m. | No. 292<br>Through<br>Express<br>a.m. | No. 293<br>Through<br>Express<br>a.m. | No. 294<br>Through<br>Express<br>a.m. | No. 295<br>Through<br>Express<br>a.m. | No. 296<br>Through<br>Express<br>a.m. | No. 297<br>Through<br>Express<br>a.m. | No. 298<br>Through<br>Express<br>a.m. | No. 299<br>Through<br>Express<br>a.m. | No. 300<br>Through<br>Express<br>a.m. | No. 301<br>Through<br>Express<br>a.m. | No. 302<br>Through<br>Express<br>a.m. | No. 303<br>Through<br>Express<br>a.m. | No. 304<br>Through<br>Express<br>a.m. | No. 305<br>Through<br>Express<br>a.m. | No. 306<br>Through<br>Express<br>a.m. | No. 307<br>Through<br>Express<br>a.m. | No. 308<br>Through<br>Express<br>a.m. | No. 309<br>Through<br>Express<br>a.m. | No. 310<br>Through<br>Express<br>a.m. | No. 311<br>Through<br>Express<br>a.m. | No. 312<br>Through<br>Express<br>a.m. | No. 313<br>Through<br>Express<br>a.m. | No. 314<br>Through<br>Express<br>a.m. | No. 315<br>Through<br>Express<br>a.m. | No. 316<br>Through<br>Express<br>a.m. | No. 317<br>Through<br>Express<br>a.m. | No. 318<br>Through<br>Express<br>a.m. | No. 319<br>Through<br>Express<br>a.m. | No. 320<br>Through<br>Express<br>a.m. | No. 321<br>Through<br>Express<br>a.m. | No. 322<br>Through<br>Express<br>a.m. | No. 323<br>Through<br>Express<br>a.m. | No. 324<br>Through<br>Express<br>a.m. | No. 325<br>Through<br>Express<br>a.m. | No. 326<br>Through<br>Express<br>a.m. | No. 327<br>Through<br>Express<br>a.m. | No. 328<br>Through<br>Express<br>a.m. | No. 329<br>Through<br>Express<br>a.m. | No. 330<br>Through<br>Express<br>a.m. | No. 331<br>Through<br>Express<br>a.m. | No. 332<br>Through<br>Express<br>a.m. | No. 333<br>Through<br>Express<br>a.m. | No. 334<br>Through<br>Express<br>a.m. | No. 335<br>Through<br>Express<br>a.m. | No. 336<br>Through<br>Express<br>a.m. | No. 337<br>Through<br>Express<br>a.m. | No. 338<br>Through<br>Express<br>a.m. | No. 339<br>Through<br>Express<br>a.m. | No. 340<br>Through<br>Express<br>a.m. | No. 341<br>Through<br>Express<br>a.m. | No. 342<br>Through<br>Express<br>a.m. | No. 343<br>Through<br>Express<br>a.m. | No. 344<br>Through<br>Express<br>a.m. | No. 345<br>Through<br>Express<br>a.m. | No. 346<br>Through<br>Express<br>a.m. | No. 347<br>Through<br>Express<br>a.m. | No. 348<br>Through<br>Express<br>a.m. | No. 349<br>Through<br>Express<br>a.m. | No. 350<br>Through<br>Express<br>a.m. | No. 351<br>Through<br>Express<br>a.m. | No. 352<br>Through<br>Express<br>a.m. | No. 353<br>Through<br>Express<br>a.m. | No. 354<br>Through<br>Express<br>a.m. | No. 355<br>Through<br>Express<br>a.m. | No. 356<br>Through<br>Express<br>a.m. | No. 357<br>Through<br>Express<br>a.m. | No. 358<br>Through<br>Express<br>a.m. | No. 359<br>Through<br>Express<br>a.m. | No. 360<br>Through<br>Express<br>a.m. | No. 361<br>Through<br>Express<br>a.m. | No. 362<br>Through<br>Express<br>a.m. | No. 363<br>Through<br>Express<br>a.m. | No. 364<br>Through<br>Express<br>a.m. | No. 365<br>Through<br>Express<br>a.m. | No. 366<br>Through<br>Express<br>a.m. | No. 367<br>Through<br>Express<br>a.m. | No. 368<br>Through<br>Express<br>a.m. | No. 369<br>Through<br>Express<br>a.m. | No. 370<br>Through<br>Express<br>a.m. | No. 371<br>Through<br>Express<br>a.m. | No. 372<br>Through<br>Express<br>a.m. | No. 373<br>Through<br>Express<br>a.m. | No. 374<br>Through<br>Express<br>a.m. | No. 375<br>Through<br>Express<br>a.m. | No. 376<br>Through<br>Express<br>a.m. | No. 377<br>Through<br>Express<br>a.m. | No. 378<br>Through<br>Express<br>a.m. | No. 379<br>Through<br>Express<br>a.m. | No. 380<br>Through<br>Express<br>a.m. | No. 381<br>Through<br>Express<br>a.m. | No. 382<br>Through<br>Express<br>a.m. | No. 383<br>Through<br>Express<br>a.m. | No. 384<br>Through<br>Express<br>a.m. | No. 385<br>Through<br>Express<br>a.m. | No. 386<br>Through<br>Express<br>a.m. | No. 387<br>Through<br>Express<br>a.m. | No. 388<br>Through<br>Express<br>a.m. | No. 389<br>Through<br>Express<br>a.m. | No. 390<br>Through<br>Express<br>a.m. | No. 391<br>Through<br>Express<br>a.m. | No. 392<br>Through<br>Express<br>a.m. | No. 393<br>Through<br>Express<br>a.m. | No. 394<br>Through<br>Express<br>a.m. | No. 395<br>Through<br>Express<br>a.m. | No. 396<br>Through<br>Express<br>a.m. | No. 397<br>Through<br>Express<br>a.m. | No. 398<br>Through<br>Express<br>a.m. | No. 399<br>Through<br>Express<br>a.m. | No. 400<br>Through<br>Express<br>a.m. | No. 401<br>Through<br>Express<br>a.m. | No. 402<br>Through<br>Express<br>a.m. | No. 403<br>Through<br>Express<br>a.m. | No. 404<br>Through<br>Express<br>a.m. | No. 405<br>Through<br>Express<br>a.m. | No. 406<br>Through<br>Express<br>a.m. | No. 407<br>Through<br>Express<br>a.m. | No. 408<br>Through<br>Express<br>a.m. | No. 409<br>Through<br>Express<br>a.m. | No. 410<br>Through<br>Express<br>a.m. | No. 411<br>Through<br>Express<br>a.m. | No. 412<br>Through<br>Express<br>a.m. | No. 413<br>Through<br>Express<br>a.m. | No. 414<br>Through<br>Express<br>a.m. | No. 415<br>Through<br>Express<br>a.m. | No. 416<br>Through<br>Express<br>a.m. | No. 417<br>Through<br>Express<br>a.m. | No. 418<br>Through<br>Express<br>a.m. | No. 419<br>Through<br>Express<br>a.m. | No. 420<br>Through<br>Express<br>a.m. | No. 421<br>Through<br>Express<br>a.m. | No. 422<br>Through<br>Express<br>a.m. | No. 423<br>Through<br>Express<br>a.m. | No. 424<br>Through<br>Express<br>a.m. | No. 425<br>Through<br>Express<br>a.m. | No. 426<br>Through<br>Express<br>a.m. | No. 427<br>Through<br>Express<br>a.m. | No. 428<br>Through<br>Express<br>a.m. | No. 429<br>Through<br>Express<br>a.m. | No. 430<br>Through<br>Express<br>a.m. | No. 431<br>Through<br>Express<br>a.m. | No. 432<br>Through<br>Express<br>a.m. | No. 433<br>Through<br>Express<br>a.m. | No. 434<br>Through<br>Express<br>a.m. | No. 435<br>Through<br>Express<br>a.m. | No. 436<br>Through<br>Express<br>a.m. | No. 437<br>Through<br>Express<br>a.m. | No. 438<br>Through<br>Express<br>a.m. | No. 439<br>Through<br>Express<br>a.m. | No. 440<br>Through<br>Express<br>a.m. | No. 441<br>Through<br>Express<br>a.m. | No. 442<br>Through<br>Express<br>a.m. | No. 443<br>Through<br>Express<br>a.m. | No. 444<br>Through<br>Express<br>a.m. | No. 445<br>Through<br>Express<br>a.m. | No. 446<br>Through<br>Express<br>a.m. | No. 447<br>Through<br>Express<br>a.m. | No. 448<br>Through<br>Express<br>a.m. | No. 449<br>Through<br>Express<br>a.m. | No. 450<br>Through<br>Express<br>a.m. | No. 451<br>Through<br>Express<br>a.m. | No. 452<br>Through<br>Express<br>a.m. | No. 453<br>Through<br>Express<br>a.m. | No. 454<br>Through<br>Express<br>a.m. | No. 455<br>Through<br>Express<br>a.m. | No. 456<br>Through<br>Express<br>a.m. | No. 457<br>Through<br>Express<br>a.m. | No. 458<br>Through<br>Express<br>a.m. | No. 459<br>Through<br>Express<br>a.m. | No. 460<br>Through<br>Express<br>a.m. | No. 461<br>Through<br>Express<br>a.m. | No. 462<br>Through<br>Express<br>a.m. | No. 463<br>Through<br>Express<br>a.m. | No. 464<br>Through<br>Express<br>a.m. | No. 465<br>Through<br>Express<br>a.m. | No. 466<br>Through<br>Express<br>a.m. | No. 467<br>Through<br>Express<br>a.m. | No. 468<br>Through<br>Express<br>a.m. | No. 469<br>Through<br>Express<br>a.m. | No. 470<br>Through<br>Express<br>a.m. | No. 471<br>Through<br>Express<br>a.m. | No. 472<br>Through<br>Express<br>a.m. | No. 473<br>Through<br>Express<br>a.m. | No. 474<br>Through<br>Express<br>a.m. | No. 475<br>Through<br>Express<br>a.m. | No. 476<br>Through<br>Express<br>a.m. | No. 477<br>Through<br>Express<br>a.m. | No. 478<br>Through<br>Express<br>a.m. | No. 479<br>Through<br>Express<br>a.m. | No. 480<br>Through<br>Express<br>a.m. | No. 481<br>Through<br>Express<br>a.m. | No. 482<br>Through<br>Express<br>a.m. | No. 483<br>Through<br>Express<br>a.m. | No. 484<br>Through<br>Express<br>a.m. | No. 485<br>Through<br>Express<br>a.m. | No. 486<br>Through<br>Express<br>a.m. | No. 487<br>Through<br>Express<br>a.m. | No. 488<br>Through<br>Express<br>a.m. | No. 489<br>Through<br>Express<br>a.m. | No. 490<br>Through<br>Express<br>a.m. | No. 491<br>Through<br>Express<br>a.m. | No. 492<br>Through<br>Express<br>a.m. | No. 493<br>Through<br>Express<br>a.m. | No. 494<br>Through<br>Express<br>a.m. | No. 495<br>Through<br>Express<br>a.m. | No. 496<br>Through<br>Express<br>a.m. | No. 497<br>Through<br>Express<br>a.m. | No. 498<br>Through<br>Express<br>a.m. | No. 499<br>Through<br>Express<br>a.m. | No. 500<br>Through<br>Express<br>a.m. | No. 501<br>Through<br>Express<br>a.m. | No. 502<br>Through<br>Express<br>a.m. | No. 503<br>Through<br>Express<br>a.m. | No. 504<br>Through<br>Express<br>a.m. | No. 505<br>Through<br>Express<br>a.m. | No. 506<br>Through<br>Express<br>a.m. | No. 507<br>Through<br>Express<br>a.m. | No. 508<br>Through<br>Express<br>a.m. | No. 509<br>Through<br>Express<br>a.m. | No. 510<br>Through<br>Express<br>a.m. | No. 511<br>Through<br>Express<br>a.m. | No. 512<br>Through<br>Express<br>a.m. | No. 513<br>Through<br>Express<br>a.m. | No. 514<br>Through<br>Express<br>a.m. | No. 515<br>Through<br>Express<br>a.m. | No. 516<br>Through<br>Express<br>a.m. | No. 517<br>Through<br>Express<br>a.m. | No. 518<br>Through<br>Express<br>a.m. | No. 519<br>Through<br>Express<br>a.m. | No. 520<br>Through<br>Express<br>a.m. | No. 521<br>Through<br>Express<br>a.m. | No. 522<br>Through<br>Express<br>a.m. | No. 523<br>Through<br>Express<br>a.m. | No. 524<br>Through<br>Express<br>a.m. | No. 525<br>Through<br>Express<br>a.m. | No. 526<br>Through<br>Express<br>a.m. | No. 527<br>Through<br>Express<br>a.m. | No. 528<br>Through<br>Express<br>a.m. | No. 529<br>Through<br>Express<br>a.m. | No. 530<br>Through<br>Express<br>a.m. | No. 531<br>Through<br>Express<br>a.m. | No. 532<br>Through<br>Express<br>a.m. | No. 533<br>Through<br>Express<br>a.m. | No. 534<br>Through<br>Express<br>a.m. | No. 535<br>Through<br>Express<br>a.m. | No. 536<br>Through<br>Express<br>a.m. | No. 537<br>Through<br>Express<br>a.m. | No. 538<br>Through<br>Express<br>a.m. | No. 539<br>Through<br>Express<br>a.m. | No. 540<br>Through<br>Express<br>a.m. | No. 541<br>Through<br>Express<br>a.m. | No. 542<br>Through<br>Express<br>a.m. | No. 543<br>Through<br>Express<br>a.m. | No. 544<br>Through<br>Express<br>a.m. | No. 545<br>Through<br>Express<br>a.m. | No. 546<br>Through<br>Express<br>a.m. | No. 547<br>Through<br>Express<br>a.m. | No. 548<br>Through<br>Express<br>a.m. | No. 549<br>Through<br>Express<br>a.m. | No. 550<br>Through<br>Express<br>a.m. | No. 551<br>Through<br>Express<br>a.m. | No. 552<br>Through<br>Express<br>a.m. | No. 553<br>Through<br>Express<br>a.m. | No. 554<br>Through<br>Express<br>a.m. | No. 555<br>Through<br>Express<br>a.m. | No. 556<br>Through<br>Express<br>a.m. | No. 557<br>Through<br>Express<br>a.m. | No. 558<br>Through<br>Express<br>a.m. | No. 559<br>Through<br>Express<br>a.m. | No. 560<br>Through<br>Express<br>a.m. | No. 561<br>Through<br>Express<br>a.m. | No. 562<br>Through<br>Express<br>a.m. | No. 563<br>Through<br>Express<br>a.m. | No. 564<br>Through<br>Express<br>a.m. | No. 565<br>Through<br>Express<br>a.m. | No. 566<br>Through<br>Express<br>a.m. | No. 567<br>Through<br>Express<br>a.m. | No. 568<br>Through<br>Express<br>a.m. | No. 569<br>Through<br>Express<br>a.m. | No. 570<br>Through<br>Express<br>a.m. | No. 571<br>Through<br>Express<br>a.m. | No. 572<br>Through<br>Express<br>a.m. | No. 573<br>Through<br>Express<br>a.m. | No. 574<br>Through<br>Express<br>a.m. | No. 575<br>Through<br>Express<br>a.m. | No. 576<br>Through<br>Express<br>a.m. | No. 577<br>Through<br>Express<br>a.m. | No. 578<br>Through<br>Express<br>a.m. | No. 579<br>Through<br>Express<br>a.m. | No. 580<br>Through<br>Express<br>a.m. | No. 581<br>Through<br>Express<br>a.m. | No. 582<br>Through<br>Express<br>a.m. | No. 583<br>Through<br>Express<br>a.m. | No. 584<br>Through<br>Express<br>a.m. | No. 585<br>Through<br>Express<br>a.m. | No. 586<br>Through<br>Express<br>a.m. | No. 587<br>Through<br>Express<br>a.m. | No. 588<br>Through<br>Express<br>a.m. | No. 589<br>Through<br>Express<br>a.m. | No. 590<br>Through<br>Express<br>a.m. | No. 591<br>Through<br>Express<br>a.m. | No. 592<br>Through<br>Express<br>a.m. | No. 593<br>Through<br>Express<br>a.m. | No. 594<br>Through<br>Express<br>a.m. | No. 595<br>Through<br>Express<br>a.m. | No. 596<br>Through<br>Express<br>a.m. | No. 597<br>Through<br>Express<br>a.m. | No. 598<br>Through<br>Express<br>a.m. | No. 599<br>Through<br>Express<br>a.m. | No. 600<br>Through<br>Express<br>a.m. | No. 601<br>Through<br>Express<br>a.m. | No. 602<br>Through<br>Express<br>a.m. | No. 603<br>Through<br>Express<br>a.m. | No. 604<br>Through<br>Express<br>a.m. | No. 605<br>Through<br>Express<br>a.m. | No. 606<br>Through<br>Express<br>a.m. | No. 607<br>Through<br>Express<br>a.m. | No. 608<br>Through<br>Express<br>a.m. | No. 609<br>Through<br>Express<br>a.m. | No. 610<br>Through<br>Express<br>a.m. | No. 611<br>Through<br>Express<br>a.m. | No. 612<br>Through<br>Express<br>a.m. | No. 613<br>Through<br>Express<br>a.m. | No. 614<br>Through<br>Express<br>a.m. | No. 615<br>Through<br>Express<br>a.m. | No. 616<br>Through<br>Express<br>a.m. | No. 617<br>Through<br>Express<br>a.m. | No. 618<br>Through<br>Express<br>a.m. | No. 619<br>Through<br>Express<br>a.m. | No. 620<br>Through<br>Express<br>a.m. | No. 621<br>Through<br>Express<br>a.m. | No. 622<br>Through<br>Express<br>a.m. | No. 623<br>Through<br>Express<br>a.m. | No. 624<br>Through<br>Express<br>a.m. |
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## CORONET

TO-DAY at 2.15 p.m.

## "INTOLERANCE."

Soldiers, Sailors and Families \$1.

At 5.15 p.m.

DOUGLAS FAIRBANKS

in

## "THE LAMB."

At 7.15 p.m.

## "THE BULL'S EYE"

Episodes 3 &amp; 4.

At 9.15 p.m.

## "INTOLERANCE."

(LAST PERFORMANCE)

## FUTURE OF AVIATION.

## PRINCE OF WALES AND AMERICAN FLYING MEN.

H.R.H. the Prince of Wales honoured with his presence a unique gathering of famous airmen and other distinguished guests at a luncheon given by Major-General Seely, head of the Air Ministry, at the House of Commons, on July 5th. The object of the gathering was twofold—first, to hear from the Air Minister something about the future of aviation, and, second, to meet airmen who have won fame by their exploits, notably Commander Read, of the American seaplane N.C. 4, which succeeded in crossing the Atlantic, and other officers of the United States Seaplane Service.

After the loyal toasts, to which the Prince of Wales responded in a felicitous speech of a few sentences.

Major-General Seely, proposing the health of Commander A. C. Read and his brave pilots who had been first to achieve the great feat of crossing the Atlantic by air, said there was here no trace of envy of them. (Cheers.) We recognised the full that they had brilliantly succeeded where we had gloriously failed. (Cheers.) They were all glad to see present Lieut. Commander (Trivey)—(cheers)—and he wished Mr. Hawker had been there, too, but he was so overcome by the welcome he had already received that he was not well enough to come. Amongst Commander Read's colleagues were some who had made great long-distance flights. He would also like to have seen General Salmond, who was the first to fly to India. (Cheers.) But they had Colonel Bentley, who had breakfasted in Madrid and had tea in London on the same day. True, it was a rather early breakfast and a rather late tea, but the achievement was a remarkable one, on which they ought to congratulate him. Likewise there were present Major Leslie, who flew from London to Constantinople, and was the first to fly from London to Rome—a wonderful feat in mid-winter, and he believed it was true that a man who started to walk got there almost as soon—(laughter)—Colonel Porto, who had a record for flying boat feats unsurpassed by any but that of Commander Read—(cheers)—General Maitland, who had had a 21½ hours continuous voyage in the air, and they hoped would one day make a longer trip to a country which they all knew—(cheers)—Count de Zoppola, almost the only survivor, he believed, of those who flew on the famous long trip with the Italian poet, Gabriele d'Annunzio; as well as a number of other pilots who had done fine flying both in peace and war.

Although they were celebrating the conquest of the Atlantic by Commander Read, and great distance flights by others, there was a great deal yet to be done in aviation. We were a very long way from the perfection we were seeking. There was a great deal for constructors to do, a great deal that our Government must do, and would do. He would like to make a few suggestions as a layman, but who knew nothing about it—(laughter)—but who knew a great deal in fact, he supposed. He flew more than any other layman except, perhaps, Mr. Churchill, whose passion for the air he could not restrain. (Laughter.) It seemed to him that some things were very urgent. We must mark out our large areas. Our lighthouses ought to have vertical beams, which were told by Trinity House, was not an impossible achievement. We must have more landing-grounds. The average good field in England was 400 yards across; but the flying machines designed to defeat Germany—which they did in good style—(cheers)—took 400 yards to land, except they were piloted by men of superhuman skill. Aviation would be greatly helped if there were more emergency landing-grounds. If Lord Lieutenants of counties and Chairmen of County Councils would get the permission of landowners and write to General Sykes, he had no doubt the result would be that many a wandering airman would be saved who otherwise would be killed. Another practical way of making flying safer would be for railway companies to paint the names of their stations on the roofs; that would often make all the difference between success and failure, between success and disaster. (Hear, hear.) We must also have good telephone communication between all the aerodromes. If whenever an airman was known to be flying in the dusk or the dark a vertical searchlight was thrown out indicating the whereabouts of an aeroplane, the advance would be very great. Further, we needed good air maps. An air map was totally different to a land map. He was told by pilots, and it was his experience also that by far the best landmark south of London was not the great cathedrals, like that of Winchester, or hills showing against the skyline, but the Long Valley at Aldershot. For twenty miles, in all weathers, that wonderful yellow patch could be seen. It was such landmarks, as well as rivers, however small, and patches of water, that were wanted on all maps.

REMEDIES FOR ACCIDENTS.  
In England we had an Air Ministry, and the Government had handed over meteorology to that Ministry. That seemed to him to be a wise plan, and he hoped we should be able to have meteorological charts like the charts which Admiral Wemyss issued for the use of navigators. (Hear, hear.) The three things we wanted very badly in aviation were more safety—much more safety—more comfort, and more economy. The other day he gave some figures showing the number of accidents, which came rather as a shock to many people. It was a fact that since the armistice up to that day the previous week there had only been one fatal accident. For every 43,000 miles flown. If they set out to cover 43,000 miles by any other mode of travel and were told they would be likely to survive they would probably be pleased and surprised. (Hear, hear.) Motor and horse-riding involved risks which he should think were comparable to those of flying. Yet the figure was considerable, and we ought to do all we could to reduce it. His technical advisers told him that the cure was in slower flying speed and slower landing speed. Twenty-four per cent of the fatal accidents in

(Continued at foot of next column.)

## WHO'S WHO IN THE U.S. SENATE.

## THE POWER BEYOND THE PRESIDENT.

[BY JOHN A. STEELE.]

Ask any ordinary Englishman what he knows about the United States Senate and he will reply: "Oh, it's the American House of Lords." Ask any ordinary American and he will say: "It represents the interests." Ask an American lawyer or a student of American politics, and he will tell you that it is the most powerful and independent legislative body in the world.

The importance of the Senate has been impressed on the world in general by its action in the last few weeks with regard to the peace negotiations at Paris. There are many of my English friends who cannot mention it to-day without vituperation. They believe that it is anti-British, that it is wrecking the chances of a sound peace for the political interest of the dominant party in American politics, that it is out for American aggrandisement in trade and power at the expense of Europe.

I believe that the majority of the Senate is entirely patriotic, not only in the narrower American sense, but in the world sense. It feels its responsibility acutely, and it is enraged, and perhaps properly enraged, because it has been flouted by President Wilson.

I may be told that Mr. Lloyd George also has flouted the British Parliament, but the cases are not parallel. If I am not mistaken, the British Cabinet can conclude a treaty of peace without consulting Parliament. President Wilson cannot conclude the most trifling sort of a treaty with a foreign Power without the consent of two-thirds of the Senate.

Americans have noticed that no senator has been asked to join the American peace delegation in Paris. Not only has no senator been asked, but no member of the majority in both Houses of Congress.

President Wilson must have Republican votes in the Senate if his treaty is to be approved by the United States.

The Senate is the smallest and most compact legislative body possessed by any of the Great Powers.

ABOVE STATION.

The men who are leading the opposition to the President are men whose character and motives are above suspicion, and let it be said, are men who have been among the best friends of Britain in American politics.

Henry Cabot Lodge, of Massachusetts, is probably the bearer of the name best known on this side of the Atlantic as a consistent worker for good Anglo-American relations. Philander C. Knox, of Pennsylvania, an ex-Secretary of State, is also a firm friend of an Anglo-American understanding. William E. Borah, of Idaho, is a comparatively new man in the Senate, but he has fought all his life for clean politics at home and good relations abroad. Hiram W. Johnson, of California, who may be the Republican candidate for President next year, is anything but an Anglo-phobe.

What, then, is the explanation of the apparent outburst of Anglophobia among these men? The explanation is that they are first of all Americans, and they believe that President Wilson has given too much away. They believe that Britain has got all that she wanted out of the war and given up nothing. American interests, they believe, have been forgotten by President Wilson, who, they declare, has allowed the Monroe doctrine to go by the board, and one who is not an American can understand how dear that doctrine is to Americans.

I believe the situation will clear itself up, and that the Senate will approve the treaty, but not perhaps until it is amended in some vital particulars, which will not, however, be in the direction of making it any easier for the enemy. But before it is adopted the President must convince two-thirds of a Senate which is composed of forty-seven Democrats, all of whom do not see eye to eye with him, and forty-nine Republicans who are to a man against him and his policies. —Express.

Great Britain were due to forced landing. Anybody who flew knew how difficult it was to get down, and he appealed to constructors to try and devise a remedy. Ten per cent of the accidents were due to fire—an avoidable cause which ought to be cured. The cause of accidents next in order was propeller accidents. Propeller arrangements, the starter up, could get rid of 90 per cent of these accidents. No doubt all this was very fine, but Commander Read might ask "What are you doing to that end?" The Air Ministry were doing all they could, by making every kind of experiment, the results of which were unreservedly at the disposal of manufacturers and those who flew. He had full authority for saying that the money would not be lacking for the purpose of securing greater safety for our airmen and maintaining our air supremacy. Mr. Churchill had asked him to appoint a committee of flying men and aircraft constructors and the Treasury, in order to find out the best way of spending money in seeking to minimise the risk of flying. The committee would be appointed at once, and whatever they recommended would be carried out to any reasonable extent. (Cheers.)

"GOOD WINNERS AND WONDERFUL LOSERS."  
Commander Read, on rising to respond, was very cordially greeted. He said this "welcome" was an honour not only to himself, but to the American navy, for the project, on which he had been engaged was entirely one of the Navy. Its success was due to the immense amount of thought and preparation that was put into it. The actual execution was a comparatively small proposition. The crew of N.C. 4 were fortunate in having been chosen and, like, if he was not too presumptuous, to congratulate the entire British people on their wonderful sportsmanship. The British people were good winners, but they were wonderful losers. (Cheers.)

## SCUTTLED FLEET.

## DISCUSSION IN THE COMMONS. QUESTION OF INQUIRY.

On the motion for the adjournment of the House of Commons, on July 25th, Commander Bellairs said that when the First Lord of the Admiralty made his statement the previous day about the sinking of the German fleet he (Commander Bellairs) asked two questions, and he could not say that he was satisfied with the answers. The first answer seemed to be evasive, and he was certain that the second was erroneous. The first question was as to the circumstances under which the German fleet was interned instead of surrendered. The question was directed to ascertaining whether we pressed our demand for surrender with vigour and determination. Since the Americans were criticising us in connection with the sinking of the German fleet it was just as well the House should understand that it was the American admiral who asked for the internment instead of surrender.

We were right, he thought, to back France in her military demands, and he considered France was willing to back us in our naval demands. With such agreement he could not understand why these demands were not given effect to, and the German fleet was not surrendered. Apparently it was a case of the old game of cat and mouse, counter-order, and again counter-order, with the effect that the German fleet was scuttled under our very eyes. He desired to know whether the British admirals made any final protest, but were virtually overruled. He maintained that it was possible to hold a court-martial into the whole facts of the loss of the German fleet. Apparently the German belief that their ships were interned and not surrendered had turned out to be correct. Why, when the newspapers announced that the ships had been surrendered, did not the Admiralty correct the statement, instead of making the First Lord look in any one of the newspapers he would find that they all described it as "surrender." Was there any doubt at any time that the German fleet would scuttle the ships? The German orders were that the ships were never to be surrendered. There was no case in the whole of the war in which we had captured a German ship except in the cases of one or two submarines, and then attempts at scuttling had been made.

Again, when the U-boats were surrendered, why was a difference made from the ships? Why, also, on the critical day when the Germans were likely to scuttle their ships, was Admiral Fremantle with his guarding squadron exercising at sea? He had read in the newspapers that the scuttling was a good thing. Nothing worse could have happened. In the first place, the Admiralty's suggestion was that the ships should be destroyed. It was necessary, therefore, that our good faith should not be in doubt. There was no question in the mind of anyone in England that our good faith was in doubt, but anyone who read the Press comments in American, Italian, and French newspapers could not help seeing that our fleet was blamed for what had happened, and the cry was the old one of "perfidious Albion." We were also in a position of trust for the League of Nations. But, in addition, those who went to Versailles were the guardians of the honour and honour of the British Navy. That honour and honour depended on the fact that the British Navy had seldom failed in its history. Those who went to Versailles seemed to have made that honour a matter of compromise in council. It was unfortunate that they acceded to the terms which the Admiralty seemed to regard as rendering the scuttling of the ships inevitable.

## FIRST LORD'S REPLY.

Mr. Walter Long: I find it difficult to understand why the hon. and gallant member has raised the question in this form. He makes speeches in this House and writes articles in the newspapers, but they do not always agree. He has no right to draw a distinction between the British Navy afloat and the British Navy ashore. His object is to draw a distinction between an Admiral in Whitehall—the First Sea Lord—and the Admiral commanding the Fleet. The hon. and gallant member began his remarks by saying that I answered two questions he addressed to me, and that my first reply was evasive and my second erroneous. I am aware of the fact that the hon. and gallant member does not accept my word as conclusive or even accurate, but I am content to let the question of my accuracy rest between the House and myself and the country and myself. I say he has no right to accuse any Minister or member of being evasive unless he can substantiate his charge by something more definite than anything in his speech.

He went on to tell us that he knows all the facts that he knows what the French did, what the Americans did, and what the English did. Then why ask for information? If he knows the French fought their case, and that the Americans took a particular line, why is it necessary to suggest here that every other country did what was right, and got what was wanted, and the only country that failed was our own? The questions are addressed not to my department, not against the Admiralty or the advisers of the Admiralty. His criticisms are really upon the heads of Government in Paris, who conducted the negotiations and decided the conditions.

## VAQUE CHARGES WITHOUT EVIDENCE.

The question I was asked yesterday was "What was the advice of our naval advisers?" The hon. and gallant gentleman then tried to differentiate between the advice

given by the admiral afloat and the admiral in Whitehall. There is no distinction to be drawn between the advice given by those two admirals. The hon. and gallant gentleman says they did not pursue the case with sufficient vigour. What right has he to make that charge? It has not produced one atom of evidence.

His policy here is to make vague charges without evidence, and then to fish about for evidence in the hope of getting some admission from the Ministry justifying him in his action. We have no right to review this case apart from the whole peace negotiations. The hon. and gallant gentleman asks us to challenge the action of our delegates in Paris, and to do what he does, condemn them—to say that they did not hold up England's end. You have no right to extract this part out of the list of matters under discussion and condemn our delegates because you think they have failed. The hon. and gallant member makes some rather cheap gibes about my answer to his question regarding a court-martial. To bolster up his case he says we are in the habit of holding court-martials into the loss of ships. But he knows perfectly well that there is no comparison to be drawn between that and what has happened now. It may be, and I hope it will be possible, and there is our duty, to have a court-martial on the action of the German admiral, but that won't clear up the case the hon. and gallant member is seeking to make against the British Board of Admiralty and against the Admiral Commanding-in-Chief in Scotland.

## WINE AFTER THE EVENT.

The hon. and gallant member is very wise after the event. He seems to have foreseen on this particular day the German admiral would have believed that the Armistice was at an end, and that therefore this act of treachery would have been committed. I know the hon. and gallant member believes that it is his advice, were taken the British Admiralty and the British Navy would be much better managed than it is now, but I am prepared to defend Admiral Fremantle in doing what was his ordinary duty. I do not believe that anybody was in a position to anticipate that on that particular day the German Admiral would have scuttled his fleet.

Everyone knows that when the question was decided against surrender, and in favour of internment there was no possible method of preventing this. Would it have been any good to turn our guns on the fleet? The hon. and gallant member told us that in the American and French Press it was suggested that we have connived at it. I am very sorry to hear a British member of Parliament make that statement in our House. He realised he made a mistake, and went on to say that nobody believed it. We are very familiar with that form of statement. I regret very much it has appeared in either the French or American Press.

I sent a communication to Paris to-day in which I said it was unthinkable that the British people could have been guilty of such an act as to connive at the destruction of the fleet anywhere, but, above all, in our own waters. The hon. and gallant member asked me a series of questions which require no answer. He desired, I think, to make an attack on the British Admiralty and its naval advisers. He did not make it here, he made it in an article in a newspaper.

All I can say about the inquiry is that we shall do what we think right. The heads of our Government in Paris will decide in Paris what is the correct course to take. We are not deflected from our course by action taken by an hon. and gallant member who makes assertions to bolster up charges which he does not try to substantiate.

## ORIGIN OF DEPTH BOMBS.

Rear-Admiral William R. Sims, who will become head of the War College at Newport, in an interview told for the first time how the now famous depth bomb, popularly known in the Navy as the "ash can," came to be invented. Much has been published about this efficient engine of destruction which accounted for so many of the German undersea craft, but this story told to Admiral Sims by Viscount Jellicoe is the first account of the origin of the depth bomb idea.

"It was first thought of at the Admiralty," according to Lord Jellicoe, when Admiral Madden, second in command of the British fleet, called for some such device after an encounter that a cruiser he was aboard had with a submarine. The German rose suddenly close to the cruiser and launched a torpedo at her from short range. This, fortunately, missed, and the cruiser was swung about in an endeavour to ram it. The German commander, however, got his craft under water in time to save her, but as the British ship went over her the officers leaning over the side could distinctly make out its outlines at some distance below the surface.

"Chagrined by the escape, one of Admiral Madden's officers remarked that they would have got their prey if they had had a mine to drop over the side as they passed above her."

"Why can't we have something of that sort?" replied the admiral, and immediately forwarded the suggestion to the Admiralty offices, asking that experts be put at work on the task of preparing specifications.

"Out of this episode," concluded Admiral Sims, "was developed the 'ash can' loaded with TNT, with the aid of which a few destroyers were enabled to protect great convoys and terrorise the Hun undersea force." The depth bomb and the destroyer became the chief naval factors of the struggle. —New York Herald.



## THE RICE RIOTS.

## ANOTHER ATTEMPT AT LOOTING.

Another attempt to loot rice from a store in Connaught Road West was frustrated, yesterday morning, by the timely arrival of the Police.

At the Magistracy, yesterday, a Chinese was charged with stealing rice.

Defendant stated that he was only following the example of a number of his comrades, who were carrying away bags of rice.

Inspector Macdonald: A number of people were raiding the stores at West Point on Sunday. This may be seen looking at a cargo boat lying alongside the Praya West.

Mr. Lindsell: How is it that he is the only man arrested?

Inspector Macdonald: He was the only man caught in the act. The rice belonged to the Tong Seng store, which had been looted at 12 noon. There were over 200 to 400 persons present. I want a heavy penalty. On my way to the Court this morning there was another attempt made to rush a cargo boat.

Mr. Lindsell: This man is an ordinary street coolie?

Inspector Macdonald: They are all street coolies.

Mr. Lindsell: Then how can I impose a heavy penalty?

Inspector Macdonald: If there is no heavy penalty there will be a continuance of this sort of thing. The only way to stop looting is to inflict heavy penalties.

Mr. Lindsell: But the men are hungry?

Inspector Macdonald: That may be so. The men did not care whether they were arrested or not.

Mr. Lindsell (to defendant): Why did you do it?

Defendant: Because I was hungry.

You get free coffee now? Children do not like coffee, and the small boys do not know where to get it. I have several children and they must be fed.

Inspector Macdonald: But coffee is distributed twice a day.

Defendant: I do not know where to get it.

Mr. Lindsell: There is no reason at all why you should do this sort of thing.

Twenty-one days' hard labour.

Eight Chinese pleaded guilty to stealing rice from Connaught Road West.

Inspector Macdonald stated that at noon on Sunday about 500 coolies rushed a lighter and stole over one hundred bags of rice. A large quantity of the rice was recovered. The men jumped into the sea to evade arrest.

Mr. Lindsell sentenced seven of the defendants to four weeks' hard labour each, and the eighth, who had a previous conviction against him, to six weeks.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, of Saigon, in their report dated July 15th, state:—

Our market just now is in a very peculiar position. As we mentioned in our previous report, our crop is very short. The Government authorised the export of 75,000 tons for the month of July, but of this quantity about 30,000 tons have been bought by the Straits Government and about 10,000 tons by Java and Japan.

At this date there remains only an approximate quantity of 30 to 35,000 tons, and the paddy coming down from the interior is bought at increased prices every day.

Another great difficulty is the impossibility of making any arrangements for exchange, the Banks refusing to contract for any delay. For this reason our market is very excited, and the only chance to do business is to get from buyers a firm offer. In present circumstances no quotations can be given.

The total amount of rice exported from January 1st up to the July 7th is 533,178 tons against 784,892 tons in 1918.

## POSSESSION OF AMMUNITION.

At the Magistracy, yesterday, four Chinese were charged with being in unlawful possession of an automatic pistol and several rounds of ammunition.

The reason for the arrest of all four men, as explained by the prosecuting sergeant, was that when a constable approached the first defendant, who was standing in the wharf, with luggage, and asked him to whom the boxes belonged he pointed to the other three men. The revolver and ammunition were concealed in the inside of a quilt.

The second defendant claimed the pistol, stating that he bought it at Vancouver as a means of protection against robbery. Mr. Lindsell fined the claimant \$150 and discharged the other two men.

## THE TRANSPORT BILL.

There is abundant evidence that the Government will have to face determined opposition to the Ways and Communications Bill, whenever that highly controversial measure again comes before the House (says the Daily Telegraph). The General Purposes Committee of British Commonwealth Union has prepared a memorandum dealing with the far-reaching powers which the bill seeks to confer on the Transport Minister. This is being circulated to those members, some 200 in number, who, at a meeting at the House of Commons on Tuesday, decided to telegraph to Bonaz Law in Paris asking him to meet them at a special conference before the report stage of the bill is taken. A reply was received from the Leader of the House last night agreeing to grant the desired interview on Monday afternoon.

Meanwhile, it may be remarked that the opposition to the bill appears to be well organised, and present prospects point to a keen fight to prevent the Government's scheme passing in its present form. It is stated that two main demands will be pressed:—

(1.) For the exclusion of roads and docks from the bill.

(2.) For the placing of electricity, after the passing of the Electricity Supply Bill, under the Board of Trade, and not under the Transport Ministry.

The memorandum of the British Commonwealth Union states:—

(a)—That it is inadvisable that Parliament should confer upon a single Minister of the Crown the powers contemplated in the bill, and that during the report stage of the measure in the House limitations should be imposed upon the Minister's discretion, which would prevent his individual decision operating against free development and competitive advantage which private enterprise in transport has up to the present time conferred upon the community.

(b)—That before the House of Commons commits itself to a policy of bureaucratic control of the whole machinery of transport, including railways, canals, and harbours, an exhaustive examination should be made of the financial results of railways, canals, and docks, administration previous to and during the process of the war, so that unquestionable data may be available upon which to found a new transport policy within the United Kingdom.

(c)—That it is quite within the province of Parliament to devise means for the investigation of every phase of transport, and harbour administration contemplated by the bill, without conferring autocratic powers upon a single Minister, and that therefore the House of Commons should consider the creation of machinery with this object in view as precedent to the endorsement of the powers to be conferred upon the minister designate by the bill.

(d)—That the provisions of the bill as it has left the Standing Committee, do not adequately safeguard the interests of owners and shareholders in transport enterprise, and that such conditions should be imposed as will safeguard the investments which the public has made in building up great transport corporations which have contributed so much to national prosperity.

(e)—That the most careful consideration should be extended to the alleviation of the burden which may be imposed upon the taxpayer in handing over to the State the vast machinery which the enterprise of the nation has built up for so many years, and with which is bound up, from so many points of view, the welfare of thousands of investors large and small, who on the faith of a succession of Acts of Parliament, have invested their savings in the development of national transport.

(f)—That the cost of transport so intimately affects the success in world competition of the manufacturer and business man that it is dangerous to transfer from the existing expert administration of transport to a Government department the machinery relating to transport facilities, with all the incidents of officialdom, which are so characteristic of State management of all enterprises.

(g)—That the welfare of the worker under present-day conditions of transport management shall be more satisfactory in the hands of the State, where bureaucratic methods shall replace the closer personal touch between direct management and the employee.

(h)—That under the direct control of the State the incentive to improved methods shall be hampered and limited, and that the desire to develop transport facilities shall be governed by departmental and political considerations rather than the emulation of private competitive enterprise.

London members are organising support for a clause to exclude the Port of London from the scheme.

## MYRTLE DINGWALL.

In Miss Myrtle Dingwall, Banvard's American Musical Comedy Co. have a leading lady and prima-donna of merit, who is as versatile as she is clever, and bears the distinction of being not only a very capable leading lady, but a grand opera artiste of ability. Miss Dingwall is an excellent linguist, and sings fluently in Italian, French, Spanish and English. She has a delightful accent that lends charm to her vocal offerings. Miss Dingwall is a talented musician, and handles a violin with the touch of a master. During the engagement of the Banvards at the Theatre Royal she will have plenty of opportunity to prove her remarkable ability. Miss Dingwall is a winsome young lady hardly out of her teens, very pretty, and possessing a charming personality. She has held many stellar engagements in America and comes to us fresh from 'Up in the Air,' one of the latest American musical comedy sensations. The first night of the return engagement will be Thursday.

## THE BRITISH EFFORT.

## WHAT THE EMPIRE DID AND SUFFERED.

An interesting article on "The Military Effort of the British Empire," in which such justice as figures can express is given to the supreme effort of the Empire during the war, has been published in the *Journal of the War*. As the writer points out, figures cannot measure the extent to which the military effort of the United Kingdom was handicapped by the necessity of making munitions for the Allies, assisting their finances, maintaining the command of the sea, and keeping up the overseas carrying trade. Moreover, statistical comparisons are difficult to draw since national totals are rarely compiled by the same method. Yet when these necessary drawbacks are taken into consideration, a very striking impression is produced by a study of the figures for the total enlistments and casualties of the British Empire, and their comparison with such statistics as are available for our chief Allies.

The following table shows the total existing forces of the United Kingdom in August, 1914, and the totals recruited during the war:

| Country          | Existing Forces Aug. 1914 | New Recruits | Total     |
|------------------|---------------------------|--------------|-----------|
| United Kingdom   | 733,544                   | 1,425,961    | 2,159,505 |
| Canada           | 4,618                     | —            | 4,618     |
| England          | 5,618                     | —            | 5,618     |
| Scotland         | 27,624                    | —            | 27,624    |
| Wales & Monmouth | 34,402                    | —            | 34,402    |
| Ireland          | 4,070,462                 | —            | 4,070,462 |
| United Kingdom   | 4,804,016                 | 2,485,501    | 7,289,517 |

Exactly parallel figures from the Dominions are not available, and the following table includes enlistments for certain units of auxiliary service which are included in the United Kingdom recruiting statistics:

| Country                      | Total in Arms | Total |
|------------------------------|---------------|-------|
| Canada                       | 628,994       | —     |
| Australia                    | 416,849       | —     |
| New Zealand                  | 230,000       | —     |
| South Africa                 | 138,070       | —     |
| Newfoundland                 | 11,922        | —     |
| Total Small Colonies         | 12,000        | —     |
| Empire (less United Kingdom) | 1,425,961     | —     |

The total number of enlistments in the British Empire therefore amounts to 7,139,290, to which must be added 1,544,185 Indian and coloured troops, making a grand total of 8,683,475.

These forces were distributed in the various theatres of war as follows:

| Theatre             | Strength  | Employed  |
|---------------------|-----------|-----------|
| France              | 2,049,901 | 5,398,583 |
| Italy               | 132,667   | 145,764   |
| Salonica            | 985,021   | 404,207   |
| Dardanelles         | 127,737   | 408,897   |
| Mesopotamia         | 447,531   | 889,702   |
| Egypt and Palestine | 432,857   | 1,192,511 |
| Other Theatres      | 293,095   | 475,210   |
| Total All Theatres  | 3,875,944 | —         |

It will be observed that this total is slightly larger than that given above. It contains certain Labour and Lines of Communications units which cannot be regarded strictly speaking as fighting troops. If the figures for the Navy, Merchant Service, and men employed at home for auxiliary military service were included, the total man power raised for service by the British Empire would exceed ten millions. Woman-power as presented only by women wearing an officially recognised uniform, amounted to 230,633.

The proportion of male enlistments to the total white male population of the British Empire is 24.07 per cent., while to the total white population of the British Empire it is 11.57 per cent. The following table is eloquent as to Ireland's achievements:

| Country                 | Total enlistment from Aug. 1914 to Nov. 11, 1918 | Estimated enlistments, Nov. 11, 1918 | Percentage of white male population |
|-------------------------|--|--------------------------------------|-------------------------------------|
| England (less Monmouth) | 4,006,158  | 16,681,181                           | 24.02                               |
| Wales and Monmouth      | 272,934  | 1,268,284                            | 21.5                                |
| Scotland                | 567,618  | 2,359,943                            | 23.77                               |
| Ireland                 | 134,272  | 2,184,937                            | 6.14                                |
| Total, United Kingdom   | 4,870,982  | 22,485,501                           | 22.11                               |

The table above includes only the enlistments since August, 1914, and not the total of 723,514 serving at that time. The full total for the United Kingdom is given in the following table, so as to make the figures parallel to those shown for the Dominions.

| Country                       | Total sent overseas or in training as at Nov. 11, 1918 | Estimated serving troops, white male to white male population | Percentage of white male population |
|-------------------------------|--|---|-------------------------------------|
| United Kingdom                | 5,704,416  | 22,485,501  | 25.36                               |
| United Kingdom (less Ireland) | 5,540,314  | 20,201,208  | 27.28                               |
| Canada                        | 478,118  | 3,400,000   | 13.48                               |
| Australia                     | 351,814  | 2,470,000   | 13.43                               |
| New Zealand                   | 112,223  | 580,000   | 19.35                               |
| South Africa                  | 76,184   | 685,000   | 11.12                               |

The casualty list for the British Empire is shown in the following table:

| Country        | Killed  | Wounded   | Missing | Total     | Per cent. of white male population |
|----------------|---------|-----------|---------|-----------|------------------------------------|
| United Kingdom | 540,967 | 1,649,946 | 223,223 | 2,414,136 | 10.71                              |
| Canada         | 5,175   | 10,735    | 767     | 26,617    | 6.1                                |
| Australia      | 5,282   | 11,215    | 3,121   | 29,618    | 8.0                                |
| New Zealand    | 16,322  | 40,776    | 10,000  | 67,100    | 9.80                               |
| South Africa   | 26,422  | 61,108    | 14,022  | 101,552   | 15.23                              |

The percentages of casualties in the various theatres of war were as follows:

| Percentage to men sent out | France | Dardanelles | Mesopotamia | Other Theatres | Salonica | East Africa | Egypt | Italy |
|----------------------------|--------|-------------|-------------|----------------|----------|-------------|-------|-------|
|                            | 55.90  | 22.81       | 15.79       | 9.67           | 8.60     | 8.28        | 0.53  | 4.78  |
|                            | 5      | 2           | 2           | 1              | 1        | 1           | 1     | 1     |

These figures may be compared with the statistics of some of our Allies:

| Country       | Total Pop.  | Till Forces of U.K. Transported Forces | Total       | Percentage of white male population |
|---------------|-------------|--|-------------|-------------------------------------|
| France        | 39,000,000  | 1,000,000                              | 40,000,000  | 12.50                               |
| United States | 100,000,000 | 1,000,000                              | 101,000,000 | 12.90                               |

(Continued at foot of next column.)

## BRITISH MARK ON JERUSALEM.

## CITY CLEANED, STREETS WELL POLICED, ABUNDANT WATER.

The following letter describing the vastly improved conditions in Palestine and Syria since the occupation by the Allies has been received from Mr. F. Renwick, Cook's Tourist Agent at Jerusalem, by Mr. G. F. Harrison of New York:—

Dear Mr. Harrison:—The other day I saw in an American newspaper a reference to your recent visit to the battlefields in northern France, so I thought you would be interested to hear something about Palestine.

After an absence of over four years I reached Jerusalem last December. Egypt is still the gateway to Palestine, and after spending a few days in Cairo, one evening I left by the 6.15 o'clock train and reached Kantara at 11 o'clock. Here a transfer had to be made by motor lorry over the Suez Canal to the East Station. The military railway follows the ancient caravan route, used from time immemorial, across the Sinai Desert to Gaza. One hundred and twenty years ago Napoleon marched his army over this sandy stretch in about seven days. Today it is covered in as many hours. The line continues in a northerly direction through the Samson country to Ashdod, and on to Lydda, now called Ludd, noted for its fine groves of olive trees, which I am glad to say are still standing. The train runs on north along the Plain of Sharon to Haifa, so as it was bound for Jerusalem it was necessary to make a change. From here the line follows the original track which ran from Jaffa to Jerusalem. I reached the Holy City at 11.30 o'clock in the morning. The uncertainty of being able to land at Jaffa is now a dream of the past. Some time in the near future travellers will be able to eat and sleep with comfort on the night journey just referred to.

In appearance Jerusalem is just the same. Its walls and buildings did not suffer bombardment. Since the British occupation it certainly has been attacked by the scavengers—and with good result, for one can now walk through those fascinating narrow streets without experiencing any of the old, disagreeable odours. The streets are well polished, better lighted and there is a feeling of security. Water has been brought a distance of twelve miles to the city, and stand-pipes are set up in different places where water can be obtained free. Westerners will hardly realize what a blessing this is to the inhabitants, who, before, were had to rely on cistern water. Just inside are the Mohammedan custodians, but I was glad to see standing outside a British Tommy on guard with rifle and fixed bayonet. The Mosque of Omar is guarded by Indian soldiers, but the old sheikhs continue to show visitors around and expect the customary "babush."

Before the war it was considered an event to see an automobile on the road, now they are rushing about everywhere, mostly of Ford make. They have certainly done invaluable service in the recent campaign. At St. George's Cathedral an affraying accident happened during the war. A young Egyptian to have informed the Turkish military authorities that "cannons" were hidden in the church. Men were sent with picks and spades, and in the north transept a large stone was removed and earth shovelled away for some depth, and, of course, nothing found. The Turkish man had confused the peace-time cannons of the church with the destructive cannons of war.

I am sending you picture post-cards of the three large buildings erected around here by the Germans in recent years. They are now being used by our military authorities. Not far away from Jerusalem I visited a spot where a big fight had taken place. The mosque was bombarded, and almost destroyed by the Turks. Trenches were hastily dug, and the gun pits are still there, and shell cases, empty cartridges, bullet-proof helmets, and other things, are scattered all around as evidence of the struggle. There are one or two barbed wire enclosures, where lie the remains of our brave boys, marked by wooden crosses.

From Jerusalem I went to Haifa, then by rail to the Lake of Galilee, which I crossed in a row-boat to Tibérias. Derelict motor cars and lorries left by the Turks and Germans are to be seen about. I continued on the railway through the romantic and beautiful Yarmouk Valley to Deraa and Damascus. Then on to Baalbek, with a visit to those magnificent ruins, and afterwards to Beyrouth.

It may be of interest to you to hear that the American institution, the Syrian Protestant College at Beyrouth, under President Howard Bliss, carried on its splendid educational work all through the war, with an interruption of only two weeks when diplomatic relations were broken off with Turkey.

You are probably aware that the Turks commandeered most of the camp equipment from our depot in Jerusalem. We intend to renew as soon as possible, as this method of treating strongly appeals to the tourist, and is really the only satisfactory way of visiting places off the beaten track, such as Palmira, Janna and Petra, that fascinating rock-worn city of Eden.

The past five years has been a period entirely of pulling down. Now is the time for reconstruction; railway rolling stock requires renewing, bridges building, roads retaking, hotels refurnishing, and endless other things. It will all take time. I hope something may be done toward it by the end of the year, so that next spring American travellers will be able to visit the country, and we will endeavour to give them a real good time.

Full figures are not available for all our Allies, and in the next table the French figures clearly do not include the slightly wounded:

| Country | Killed    | Wounded | Prisoners | Missing | Total     |
|---------|-----------|---------|-----------|---------|-----------|
| France  | 1,270,000 | 44,000  | 14,000    | 14,000  | 1,342,000 |
| Belgium | 157,000   | 44,000  | 10,000    | 10,000  | 221,000   |
| Germany | 40,000    | 120,000 | 7,000     | 7,000   | 274,000   |

The naval comparison is made in the concluding table:

| Country        | Population  | Wounded   | Per cent. of white male population |
|----------------|-------------|-----------|------------------------------------|
| British Empire | 61,207,220  | 2,782,779 | 4.51                               |
| France         | 40,000,000  | 1,730,103 | 4.32                               |
| Belgium        | 5,000,000   | 178,153   | 3.56                               |
| Belgium        | 7,500,000   | 55,402    | 0.74                               |
| United States  | 105,500,000 | 220,419   | 0.22                               |

The naval effort of the British Empire is not included in the foregoing statistics.

## THIS WEEK

try the following.

We are making special prices for the goods enumerated below for one week only—

|  |         |          |
|--|---------|----------|
| Australian Biscuits                          | per tin | 80 cents |
| Asparagus, American                          | "       | 50 "     |
| Chiver's English Orange Marmalade            | "       | 40 "     |
| Van Camps, Sardines in Olive Oil 1/2 tins    | "       | 30 "     |
| "Sapphire" Sardines in Olive Oil 1/2 tins    | "       | 50 "     |
| "Crisco" for Frying Pastry & Cake Making     | "       | 90 "     |
| Scotch Black Puddings                        | "       | 60 "     |
| White  | "       | 70 "     |
| Bologna Sausage in tins                      | "       | 60 "     |
| English Brawn                                | "       | 70 "     |
| "IXL" Tasmanian Jams in rom 2lb tins         | "       | 40 "     |
| Lever's Savon Surfin' la Rose, 3 tabs in box | box     | 50 "     |
| Pearl Barley                                 | lb      | 15 "     |
| Lemon Drops in 1/2 lb tins                   | tin     | 40 "     |

LANE, CRAWFORD &amp; CO.

## HAPPY HIT CIGARETTES!

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

Powell Ltd

TELEPHONE 346

OUR ANNUAL CASH SALE

Commencing on Tuesday, August 5th, 1919, FOR 3 DAYS ONLY.

BARGAINS IN THE FANCY DEPARTMENTS.

LADIES' BOOTS &amp; SHOES.

DRESS GOODS &amp; REMNANTS.



## NEW ADVERTISEMENTS

## NOTICE

WE HAVE This Day REMOVED our Offices to Rooms Nos. 5, 6, 7 and 8 of the 2nd floor of ALEXANDRA BUILDING, SOARES & CO., Hongkong, August 4th, 1919. [1072]

## NOTICE OF REMOVAL

WE HAVE This Day REMOVED our Offices to 2nd floor, PRINCE'S BUILDING, 100, Ice House St., E. A. REAUMONT & CO., Hongkong, August 1st, 1919. [1073]

## WANTED

By a British Qualified Man an appointment as SURGEON on Board a steamer sailing for Singapore. Apply—NEDICO, Office, Care of "Daily Press" Office. [1074]

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "AGAEENOR"

are hereby notified that the Cargo will be discharged into the Godowns where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after August 5th.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown where they will be examined on any Tuesday and Friday between the hours of 10 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Aug. 11th, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before August 10th, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents, Hongkong, August 2nd, 1919. [1075]

## G. R.

## NOTICE

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or Identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is not exceeding \$50.

## A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2312.

FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY (TUESDAY, August 5th, 1919, at 2 1/2 p.m.) at his Sales Room,

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS

20 cases Tuckey's Liqueur Whisky 12 years old.

20 cases Medoc, qts. Lelande & Co.

40 Dozen Playing Cards.

25 cases Nilly P. & Co. Vermouth.

10 " 6 years Old Red Port.

10 Dozen Tobacco Pipes.

2 " Cigarettes holders.

Trans—Cash on delivery.

Hongkong, August 1st, 1919.

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads.

Two Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to: J. H. OXBERRY, Proprietor. 910]

FRENCH LESSONS

G. MOUSSION.

11, MORRISON HILL ROAD.

[6]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1919. With Index, Price \$7.50. On Sale at the HONGKONG DAILY PRESS Office.

## INTIMATIONS

ST. PETER'S CHURCH, WEST POINT, HONGKONG.

DURING AUGUST there will be Divine Service each Sunday at 11 a.m. but NO SERVICE at 8 a.m. [1032]

## NOTICE

WE ARE REMOVING our Offices from August 4th, from No. 1, Duddell Street to 41, WYNDHAM STREET, CURRIMBOY & CO., LTD. Hongkong, August 1st, 1919. [1061]

A. S. WATSON & COMPANY, LTD.

OWING to the GREATLY INCREASED PRICE of SUGAR, the price of all our SWEET waters will be advanced Five Cents per dozen, as from this date, until further Notice.

A. S. WATSON & CO., LTD. Hongkong, August 1st, 1919. [1057]

## WANTED

A CHINESE ASSISTANT with good knowledge of English also for keeping accounts. \$1,000.00 cash guarantee required. Good salary to suitable man. Apply to—Box No. 1053, Care of "Daily Press" Office. [1053]

## WANTED

COMPETENT TYPIST, STENO-TYPIST preferred. Apply stating salary required. W. S. BAILEY & CO., LTD., Kowloon. [1017]

## WANTED

IMMEDIATELY, thoroughly efficient Typist and Stenographer. Apply stating salary required to—GILMAN & CO., LTD. [1063]

## TO LET (UNFURNISHED)

NO. 9, MOUNTAIN VIEW, from 1st October, 1919. A.B. Apply—Care of "Daily Press" Office. [1064]

## TO LET

NO. 102, THE PEAK, 6-Roomed House at the Peak. Apply to—FERCY SMITH SETH & FLEMING [1022]

## TO LET

FURNISHED at the PEAK, No. 4, Stewart Terrace. Apply—H. E. POLLOCK, Supreme Court. [1037]

## TO LET

FURNISHED for 12 months, No. 87, THE PEAK (No. 3 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.

Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. 81

## THE PEAK

FOR SALE A FIVE-ROOMED Residence. For particulars apply to—"F.Y.Z." Office, Care of "Daily Press" Office. [1034]

## FOR SALE or TO LET on long lease

FURNISHED or UNFURNISHED from October 1st, 1919. No. 98, THE PEAK, (End House of Stewart Terrace) Hot Water throughout, Double Grass Tennis Court with Pavilion and large Kitchen Garden.

Apply—E. A. M. WILLIAMS, LOWE, BINGHAM & MATTHEWS, Chartered Bank Buildings. [1049]

## 報會總商華港香

HONGKONG CHINESE COMMERCIAL NEWS

INCORPORATED WITH THE CHUNG NGOI SAN PO (Chinese Daily Press).

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee) can be obtained at the Office, 102, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from white Classical Colloquial Chinese.

## INTIMATIONS

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1919, will be PAYABLE on TUESDAY, AUGUST 5th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30th to TUESDAY, August 5th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. [1025]

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF NINE PENCE per Share on account of the year 1919, has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August, 1919, to Shareholders on the Register on MONDAY, the 11th day of August, 1919, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary. [1043]

SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

WE have been requested by the above Company to announce that, new shares will be issued at par to shareholders on the 16th June, 1919, in the proportion of ONE new share for every TWO old shares.

Holders of "SHEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. [1034]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 5th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, August 2nd, 1919. [1071]

NOTICE TO CONSIGNEES. OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer "HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after August 5th.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after August 11th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before August 25th, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, August 2nd, 1919. [1069]

## ON SALE

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 35 years.

Price ..... \$5 Cash.

On Sale at the DAILY PRESS Office or Local Bookellers.

## INTIMATION



DEWAR'S WHITE LABEL

FINEST SCOTCH WHISKY

OF GREAT AGE.

## SOLE AGENTS

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 618

[12]

HONGKONG OFFICE: 102, Des Vaux Road, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 5th, 1919.

## THE ALLIES AND RUSSIA.

It is clear from the statement made in the House of Commons by Mr. Winston Churchill that it is the intention of Great Britain and the Allies generally to leave Russia to work out her own political salvation now that the anti-Bolshevik forces in the country have been organized and the danger that threatened Europe a year ago has been removed.

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We believe this to be a mistaken notion. The Provisional Government of Esthonia declare that they have established a democratic republic, chiefly owing to Great Britain's help, for which the people are deeply grateful, and they fear that if support is withheld Esthonia may become the victim of "Imperialist

Communism." It can at least be said of General DENIKIN and Admiral KOLCHAK that from the first they declared war on the Germans instead of seeking an alliance with them like LENIN and TROTSKY. But if an educated proletariat takes such a view as that recently expressed at the Labour Conference it can be readily understood how easily the Russian masses may misinterpret our motives.

As showing how the best intentions may be misunderstood, we may mention that many local Chinese of the humbler classes attribute the rise in rice, solely to the action of an Englishman in buying up all supplies. The workers of Great Britain are not merely apprehensive, however, lest Russia's "new-born democracy" should be destroyed in the interests of investors. On their own admission, they fear that so long as the policy of intervention is pursued there can be no question of disarmament and the "alleged need of conscription will remain."

We have no doubt, however, that when Colonel WARD, M.P., arrives in England he will be able to remove a good many misconceptions when called upon—as, assuredly, he will be—to justify his support of Admiral KOLCHAK. He is too sound a Labour leader to place his services at the disposal of a dictator without adequate cause and ample guarantees. At a superficial glance it may appear that we have no more right actively to espouse the cause of one or other of the warring parties in Russia than we should have had to intervene with armed force in any other State during a revolution.

In the case of Russia, however, we could not afford to look on unconcerned while our allies in that country were threatened with destruction and their opponents were ready to make common cause with our foes. The Allied expedition to Siberia was undertaken with obvious reluctance to guard against the danger which the liberation of thousands of German prisoners-of-war presented and to extricate the Czechs, Slovaks, who had deserted from the Central Powers in order to fight on the side of the Allies and were struggling to get out of Russia by the only route open to them after the débacle on the Eastern front. At the time it was made perfectly plain that there was no intention to remain permanently. The Allied occupation of Archangel and Murmansk checked German designs in other directions. Meanwhile, new States have been created which form a barrier between Russia and the Central Powers and promise to check the spread of anarchy westwards. The actions which we have felt it incumbent upon us to take in the present situation are, as Mr. CHURCHILL explained, legacies of the war. They were justified, legally and morally, by the invitations extended to us by peoples of different races who were formerly bound together by the shackles of Tsardom and, after the revolution, exercised the right of self-determination in accordance with the avowed principles of LENIN and TROTSKY. Now that they are able to stand alone we can withdraw with a sense of comparative security and the knowledge that we have not betrayed our friends.

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Sir John Walsham, Bart., of the Tientsin office of the Kailan Mining Administration, and Lady Walsham have returned to the Far East. Sir John Walsham has seen two years' service in France with the Chinese Labour Corps.

It was not war, G. R. Field, but Detective-Sergeant E. J. Field, who saved the American Marine from drowning, as reported in yesterday's issue. The Marine was not produced at the Magistracy yesterday, as he is to be tried, we understand, by an American Court-Martial.

Mr. Walter Barrett, Inspector of Ship-Fitters, Naval Yard, who is leaving for Hongkong shortly, after six years in Hongkong, was presented, on Saturday, with a silver tea-set subscribed for by his brother officers. Mr. W. C. Rodney, foreman of the Dockyard, in making the presentation, spoke in high terms of Mr. Barrett.

A girl aged 13, was found strangled to death on Friday afternoon in an unnumbered matchbox at Shamshui. It appears that she stole \$50 and quantity of jewellery from her mistress and then disappeared, accompanied by a Chinese youth. The Police believe that the youth strangled the girl with the intention of escaping arrest.

Messrs. D. W. Barnett, A. Hutchins, Pat Murphy, A. Nicol, R. G. Robertson, and J. A. Munro, of the Hongkong Police Force, who left for Home on Military Service, returned to the Colony on Sunday by the *Agaveur*. Barnett and Hutchins have been awarded the military medal. Four new recruits for the Force came by the same boat. Eighteen other members of the Force are expected shortly on the *Antiochus*, and when these arrive the Force will be brought comparatively near to its pre-war strength.

Capt. de la Sala, of the *s.s. Rheumphen*, informs us that "the excellent description" of his ship's experiences in the grip of a typhoon contained two inaccuracies. One was that he ordered those on board to don lifebelts, and the other was that he was so prostrated at the end of the voyage that he went home in an automobile. The facts were that he upbraided the crew for putting on lifebelts at the risk of alarming the passengers, and, although he ordered a motor-car to meet him on arrival in port as he was anxious to see his family, he did not use it but reported to his owners at once. He had very few hours' sleep, however, on the voyage.

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## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## RACIAL RIOTING AT CHICAGO

## DISORDERLY SCENES CONTINUE.

Chicago, July 31st.

Yesterday evening, troops patrolled the negro district. There was considerable fighting elsewhere.

The negroes are firing on trains of the New York Central Railway.

Hundreds of negroes have appealed for protection. They may be said to be faced with starvation, as the drivers of supply-vans are afraid to enter the negro district.

Fires are burning in one white and a number of negro neighbourhoods.

## BRITISH COLONIAL ADMINISTRATION.

## SOME RECONSTRUCTION PROBLEMS.

London, July 31st.

In the House of Commons, during his speech on the Colonial Office Estimates, Col. L. C. S. Amery stated that immense leeway must be made up in the Protectorates and Colonies. Administrations had been under-staffed and development was at a standstill.

He emphasised that reconstruction must far more than the restoration of pre-war conditions. We must establish a new and more positive standard of duty and education towards the peoples to whom Parliament were responsible as trustees. There were territories of boundless potentialities which urgently demanded development in the interests of their own inhabitants and the impoverished world.

The British Colonial Administration was the best in the world before the war, but henceforth we intended to greatly improve on the old standard.

The Colonial Service must be brought to the highest state of proficiency. He paid a tribute to the work of the officials during wartime under exceptional difficulties, and declared that the whole permanent scale of salaries of the Colonial Civil Service needed revision, and must be seriously considered in the near future.

Married life must be made more possible by improvements in housing and health matters and should be the rule rather than the exception.

Moreover, the Government wished to enlist the full co-operation of the unofficial community, not only through the Council Chamber, but by advice and support. The ideal at which they were aiming was to secure the participation of the people, as far as capable, in the Government of the country.

The problem was difficult and complex—sometimes owing to the backwardness of the population, sometimes owing to the smallness and scattered character of the people, or as at Malta, where the population lived within the precincts of a military fortress.

Health was one of the gravest problems of reconstruction. Countries must be made healthy, not only for white people, but for the whole population. Diseases must be tackled in a comprehensive and very bold spirit.

Furthermore, in the labour problem our main hope lay in inducing the native to become a cultivator.

Railways in the Crown Colonies must be multiplied.

## COST OF LIVING IN AMERICA.

## PRESIDENT WILSON TAKING STEPS.

Washington, July 31st.

The increase in the cost of living is causing trouble in the United States. President Wilson has issued a statement that he is devoting his whole attention to the matter.

## STRIKE OF AMERICAN RAILWAY MEN THREATENED.

The President of the Railwaymen's Union threatens drastic steps unless wages are raised or prices reduced before October 1st. The heads of important Government Departments hurriedly met to discuss preliminary measures.

## FIGHTING BOLSHEVISM.

## GENERAL RAWLINSON PROCEEDING TO RUSSIA.

London, July 31st.

It is officially stated that General Rawlinson is proceeding to North Russia immediately to co-ordinate in the difficult military operation of the withdrawal of the Archangel and Murmansk forces.

## BRITISH GENERALS HONOURED.

In recognition of their valuable services, General Maynard and General Ironside have been awarded the Knight Commandership of the Bath.

## POLISH SUCCESSES.

London, July 31st.

The Poles now occupy all East Galicia, which was temporarily assigned them by the Peace Conference, and continue to advance against the Bolsheviks. They have reached the Vilna-Minsk Railway.

## ON THE NORTH RUSSIAN FRONT.

On the North Russian front steps have been taken to prevent further trouble among our Russian troops.

## "SACKING AND MURDERING."

The Bolsheviks continue to move westward along the shores of the White Sea, sacking and murdering on their way.

## GENERAL DENIKIN'S PROSPECTS.

General Denikin appears to be holding his own on all his fronts, but his prospects depend on his ability to improve the material condition of the inhabitants in the liberated area.

## GREAT VICTORY FOR GENERAL DENIKIN'S ARMY.

London, July 31st.

A communique states that a great victory has been gained by General Denikin's army.

The important town of Kamishin, on the Volga, 120 miles north of Tarsitsin, which, for a considerable time, has been the immediate objective in the advance towards Saratov, has fallen into their hands.

The town is situated midway between Tarsitsin and Saratov and is the terminus of the Tambov-Balashov-Kamishin Railway. Its possession gives General Denikin a firmer footing on the greatest and most important river in the country.

It brings the junction of the Volunteers with the Ural Cossacks appreciably nearer, and also constitutes a further threat to Bolshevik communications with Astrakhan.

The attack was launched on July 25th and was completely successful. General Denikin's forces immediately pushed forward to the line—Antipovka-Budaya-Glinka-Talodach-Petrunkin, twelve miles from Kishin, capturing 5,000 Bolsheviks, nine guns, many machine-guns and a great store of war material.

The Bolsheviks, alarmed at the sudden rapid progress, made every effort to stem the advance, fighting desperately. Their cavalry, in particular, fiercely counter-attacked. Nevertheless, the Volunteers pressed on making further material gains during the advance.

They entered Kamishin on July 30th, passed on, and are now pursuing the fleeing enemy 12 miles beyond the town.

## THE METROPOLITAN POLICE

## A GENERAL STRIKE THREATENED

London, July 31st.

A meeting of the London Police has declared in favour of an immediate strike.

The chairman of the Police Union states that they demand the withdrawal of the Police Bill and the recognition of the Union.

## HUNGARY.

## RUMANIANS PURSUING THE HUNGARIANS.

London, July 31st.

Information has been received that the Rumanians are pursuing the Hungarians beyond the Theiss.

## M. BELA KUN NOT REPLACED.

The British representative at Vienna reports that the recent rumour that Dr. Samuels had replaced M. Bela Kun is inaccurate.

## THE NATION'S THANKS

## TO THOSE WHO WON THE WAR.

London, July 31st.

It is understood that the text of the vote of thanks to the Forces of the Crown which is being moved next week in both Houses of Parliament will be practically similar to that of the resolution adopted at the close of the South African War, save that a tribute will be paid to the Air Service and the immense army of other workers who contributed to the successful issue.

## WAR HISTORY.

## WHEN LUDENDORFF GAVE UP HOPE.

London, July 31st.

Revelations in regard to the secret history of the war continue daily. They are mostly mutual recriminations, but the main fact emerges that, after August last, the German leaders were torn by conflicting emotions.

General von Ludendorff held his ground until the end of September, when he admitted there was no hope. This resulted in a complete change of the army attitude, culminating in General von Hindenburg's dramatic declaration on October 3rd, insisting on an immediate offer of peace, in spite of the loss of the German Colonies, Alsace and Poland.

## BRITISH LABOUR CRISIS.

## HOW THE NEGOTIATIONS BROKE DOWN.

London, July 31st.

The general public is amazed at the breakdown in the strike negotiations, the immediate cause of which is the refusal of Mr. Smith, President of the Yorkshire Miners' Federation, to recognise the right of the Miners' Federation of Great Britain to negotiate a formula regarding rates applicable to Yorkshire.

Mr. Smith has asked the owners to negotiate independently of the formula accepted by the Miners' Federation of Great Britain, and to accept as a basis that every collier should receive the same pay for seven hours as he formerly did for eight hours. This would mean the elimination of piece-work because, whatever the output, the payment would be the same.

However, the obligations of the owners to the Coal Controller in any case prevented them from agreeing to negotiate independently. The negotiations thus broke down.

## RACING AT HOME.

## THE GOODWOOD CUP RESULT.

London, July 31st.

The Goodwood Cup resulted as follows:  
Queen's Square ..... 1  
White Heat ..... 2  
Splutter ..... 3

Five ran. Won by two lengths, three-quarters of a length separating second and third.

The betting was as follows:—Queen's Square, 7 to 4; White Heat, 100 to 30; Splutter, 20 to 1.

## THE SILVER MARKET.

## CONSIDERABLE RISE IN PRICE.

London, July 31st.

Messrs. Montagu & Co.'s report states that, owing to continued scarcity of stocks, spot silver continues in good demand, the premium being maintained.

The price has risen considerably, carrying with it the price of forward delivery.

Over 2,000,000 ounces of silver were shipped to China and Japan from San Francisco on July 20th.

Silver is quoted at 55 9/16d. buyers and 55 1/2d. sellers, with China buying.

## "THE LADY OF THE CAMELLIAS"

Dora Charlton, aged 24, who travelled on a false American passport, committed suicide in Turin on Monday, when she was arrested as a spy.

She made frequent trips between Italy and Germany by way of Switzerland during the war and is alleged to have obtained important military information from allied officers, by whom she was nicknamed "The Lady of the Camellias," because she always wore those flowers.

She was a beautiful woman and possessed an American money, and the best of the latest Parisian gowns, which it is alleged, were supplied by the German Police Department.

## OXFORD 'COMMEMORATION'

## PRINCE OF WALES A.D.C.

## MARSHAL JOFFRE HONOURED.

The Encomia, the chief event of Oxford Commemoration, was once more held, on June 25th, in the Sheldonian Theatre, Wren's historic building.

This year's ceremony, the Victory commemoration, marked a revival of interest and importance in the gathering, and in this respect it will rank with some of the most memorable of its predecessors. The Prince of Wales was unable to be present owing to his engagements in the Principality, and other notable absentees for reasons of State included President Wilson, Marshal Foch, M. Venizelos, M. Paderewski, Signor Orlando (formerly Prime Minister of Italy), Baron Makino (Japanese Plenipotentiary at Paris), the Maharajah of Bikanir, Mr. G. N. Barnes, M.P., and General Sir William Robertson.

The list of degrees embraced some of the most distinguished men in Europe and America. The D.C.L. Degree of Diploma was conferred on the Prince of Wales, Magdalen College, and this was done with hearty acclamation. His Royal Highness has intimated that he hopes to fix a day after his contemplated visit to Canada, when he will come to Oxford to receive the degree at the hands of the University authorities.

PUBLIC ORATORS' TRIBUTES. The proposed degrees were submitted to Convocation and heartily approved. The new degrees were presented by the Public Orator, Dr. A. D. Godley, Magdalen College.

Of Marshal Joffre, the Public Orator said his already great reputation placed him at the head of the French armies in 1914. He was no longer young, but his vigour was that of a man still in the prime of life. By shattering the first onslaught of the Germans he saved France, and forced the enemy to a stationary warfare. More than this, it was under his command that the "dynamite of the world" was developed, that invincible spirit of endurance which never afterwards failed. He came to Oxford not only as a great general, but as a living proof of the friendship cemented on many battlefields which bound them to their gallant Allies.

Dr. Godley, introducing General Pershing, said that none could doubt that America would sooner or later stand shoulder to shoulder with England in the war against tyranny. The intervention of her troops at a supremely critical moment, and the circumstances attending it, must form one of the most remarkable pages in history. He was a soldier with a great record of service, and his presence there was a pledge of the union with America, an alliance which Oxford had for some time been doing their best to foster.

Of Admiral Beatty, the Public Orator said the war had vastly added to the great reputation of the British Navy. The long vigil of the Fleet, with all its hardships, was repaid by the total annihilation of German sea-power. Admiral Beatty was himself a type of the British sailor, of those famous sea captains whose aim was always to attack, and whose word in action was "Engage the enemy more closely." With this spirit he inspired all under his command, and hence the daring shown in countless engagements, notably the raids on Ostend and Zeebrugge.

Sir Douglas Haig, Dr. Godley said, had now truly won universal renown for himself and a reflected glory for his own college and the whole University. He had done more. He had greatly added to the fame of the British Army. He had the qualities of fortitude and calm endurance which distinguished the British soldier. Hence the unbroken confidence between the Army and the leader. There were many present who would bear witness that no danger shook him. They well remembered the spirit which breathed in his orders to the Army in the dark days of the spring of 1918. Now he was rewarded by complete victory, and it was for Oxford especially to honour his famous son.

General Sir H. Wilson, Dr. Godley said, in his many high commands, and always maintained the reputation of a talented and vigorous soldier and administrator. Admiral Sir R. Wemyss, the Public Orator remarked, had done eminent service in the war, notably at Gallipoli, and he had held high commands in India and Egypt.

DEVOTION OF THE DOMINIONS. On behalf of General Sir J. Monash, Dr. Godley said it was a foolish belief of former generations that our Colonies would soon separate themselves from the Mother Country, but over and over again they had proved themselves loyal and devoted citizens of the Empire, as witness the countless battles in which the desperate valour of volunteers from Australia, New Zealand had won them trading laurels.

Rear-Admiral Sir W. R. Hall's work as Director of the Intelligence Division of the Admiralty War Staff, the Public Orator said, was recognised as being of supreme importance to the country. He had been a most efficient director and the terror of enemy spies. The danger of starvation caused by the war called for the highest administrative talent in the distribution of American food supplies, and Mr. H. C. Hoover had proved himself equal to this colossal task. Of Lord Robert Cecil, the Public Orator said his close association with the University of Oxford would itself ensure him a warm welcome. He had great abilities and hereditary gifts, and one of his chief present aims was the establishment and organisation of the League of Nations. Whatever might be the ultimate effect of the great conception, it remained a high and ennobling ideal.

Mr. J. R. Clynes, Dr. Godley said, was a member of the Labour party, but he had shown that no man could be really that of the people which did not conduce to the well-being of people in general. In the discharge of the onerous duties of food control he had given satisfaction to the vast majority of people, and no one could hope to do more than that. M. Henri Pirenne, Dr. Godley observed, was not only a true savant, but a brave man, for when Belgium was overrun by the Germans he stood firm for the ancient rights of the University of Ghent, and was placed under arrest.

The new Doctors were very heartily cheered. Marshal Joffre being hailed with cries of "Vive la France," and the playing of the "Marseillaise" on the organ. Sir Douglas Haig, Sir David Beatty, General Pershing, and Mr. Clynes were greeted with especial enthusiasm.

## LORD BERESFORD AND THE GERMAN NAVY.

## THE DEBT DUE TO THE PRESS.

Proceeding the full-dress rehearsal of the Military Tournament at Olympia, on June 25th, Major-General Fielding and the committee entertained a large company, mainly composed of representatives of the Press, French officers, and many gentlemen who had helped to make the tournament a success, to luncheon.

The chairman, having welcomed the guests, said the present tournament showed marked changes in comparison with its predecessors. It was the forty-first of its kind, and for the past five years it had not been held. In the present demonstration they were going to produce all the latest, and most modern types of implements of war—bombs, aeroplanes, artillery barrage, and, in fact, all the latest things that had been seen on the field of battle. All the Forces of the Empire would be represented; all the new weapons and organisations would be present in some form or other, and enter into the programme. The responsibilities of the committee of the tournament were great; their idea was to encourage every section to compete in every form of exercise necessary to its profession, and for these competitions prizes were given for regimental tournaments, district tournaments, and prizes were given by Olympia itself. The object of the tournament was also to advertise all the Forces of the Crown so as to popularise them to the nation at large. (Cheers.) The Military Tournament paid all expenses, and kept the men; and there were no expenses borne by the public. After they had paid all those enormous expenses the surplus was handed over to the Army Council to expend on such charities as were necessary. He was perfectly certain they would be glad to hear that they had that day for the first time French troops appearing at the tournament. (Cheers.) The tournament had never done so well in selling tickets as it had on this occasion, and this was due to the Press, to whom he tendered his warmest thanks. (Cheers.)

Major-General Seely said it was his pleasure, duty on behalf of the Government and on behalf of the Forces of the Crown, which he presented that day, to propose the toast of "The Press." They celebrated that day the advent of peace, and for the first time for several years they were able to hold a tournament. He thought they might say that among the manifold causes which led to their great success and the glorious victory, one of the chief was the help they had had, not only from their Dominions, but from their Allies. Continuing, General Seely said that the tournament owed most of its success to the generous publicity given it by the Press, to whom he desired to offer hearty thanks. They owed them deep gratitude for what they had done in the past, and their lively thanks for favours to come.

A LEAGUE OF IRRITATIONS. Admiral Lord Beresford said they all cordially endorsed what General Seely had said about the French nation. In the old days they had been chivalrous enemies, and now they were most warm and affectionate friends. He hoped it would continue. They knew that they would continue to have the esteem and admiration of the British nation for the way in which they had conducted the war. They were the pioneers of the air service. It was essential that the British should have supremacy in the air as on the sea. England was no longer an island. They could not conceal the admiration they felt for the young men of England who had fought the battles in the air. He was confident that "Gt. Britain bred that kind of young man, with pluck, grit, resource, resource, and independence of action. Other nations might do as well, but none should do better. He felt a little anxious about the future. There was a suggestion about, which they hoped would bear fruit, for a League of Nations. He called it a "League of Irritations" himself—(laughter)—but he wished it every success, and would do everything he could to help it. At the same time he feared it was more likely to breed war than to maintain peace. The other day they had an example of what might happen. The German fleet had been put into the charge of the British Navy, but there had been a proviso which made it absolutely impossible for the Government and the Admiralty to guard the fleet properly. The result had been that the Germans had sunk it. He did not blame the Germans. He knew that the British would have done the same in the circumstances, but they would never have got into the circumstances. (Laughter and cheers.) British crews would have fought and gone down with their ships if they had been beaten, but they would never have been beaten. There was a mandate given to them saying that they could not take charge of the German fleet. It was humiliating to us and to the British Navy, and it might make differences—unhappy and peculiar differences—between us and our Allies. The Germans had committed a deplorable and cowardly action when they burned the French ensign, and he felt most warmly for the French nation in regard to that incident. Eulogising the work of the Press, Lord Beresford said the old idea when they saw a Pressman in the barracks square was to "turn him out"; now they ran to the newspaper to see what was going on with their friends at the front. Now the Pressman was put into the best position; he was put into the trenches, the front-line trenches, where he would have an opportunity, if he were not killed, of giving the country the facts of the case. They owed an enormous lot to the Press, and there was no good in putting them in the background. In conclusion, Lord Beresford exhorted his hearers to maintain that grand spirit of good comradeship which had been the basis of our success from the beginning to the end of the war. (Cheers.)

BRITISH WAR CORRESPONDENTS. Viscount Buryham said it was not a question of popularising the forces of the Crown. Those forces were never so popular as they were to-day. (Cheers.) They would be strangely ungrateful if they did not think so. The Press would be untrue to its traditions and to the public if it did not interpret that view on all occasions. They all knew the common talk about the unpreparedness of Great Britain for war. It was quite true that the British State was not prepared for a war of this magnitude, but they could not say, after what the Regular Army did in 1914, that that Army was unprepared or untrained. (Hear, hear.) Never was the Press so well prepared as on the occasion of this war. Three years before it broke out arrangements had been made by the Admiralty, War Office, and Press Committee, that war correspondents should accompany the first contingent that landed on foreign shores, and the names of the war correspondents were accepted. The Press had even bought the horses and saddles, and it was no fault of theirs that they were unable to do justice to the superb achievements of the British Army. The war correspondents were not allowed to go. When he went to France in June, 1915, war correspondents were playing cricket in the grounds of a chateau near St. Omer, which they were hardly allowed to leave. Things were altered afterwards. It was found that it was necessary to give the Press proper facilities for the responsible duties they had to perform, and in the latter days of the war they were given them, and the system worked admirably. He thought they had reason, and editors would agree with him, to be proud of the work of British war correspondents. (Hear, hear.) They were proud of the fact that their correspondents were in the front line trenches. Those who represented the British Press shrank no danger in order that they might do justice to the greatest they represented and the public they served. (Hear, hear.) He did not believe that in the future the facilities which had been accorded to the Press in regard to war reports would be withdrawn; they would be recognised as part of the necessary machinery of the State and given facilities according to the necessities of the time on behalf of the great public which required to hear the truth, and nothing but the truth. (Hear, hear.) War correspondents had, so far, not received the honour that was their due.

(Continued at foot of next column.)

## POSTAL CENSOR GOING.

## UNRAVELLED GERMAN SECRETS.

The work of the Postal Censor, which is shortly to be brought to a close, says a London paper of late May, will make when it is all related, one of the most interesting and romantic chapters of the war.

As many as 150,000 letters a day have been examined by a staff of nearly 4,000 men and women. Often when a letter or parcel has been apparently harmless the suspicions of the examiners have been aroused, and chemical tests have revealed secret writing and X-rays have detected articles concealed in parcels.

A favourite method employed by Germans abroad to send food to those at home was to make up a roll containing rice, coffee, cocoa, and so on, and attach false ends to it to make it look like a parcel of newspapers. Others would fold their papers, lay them flat together, cut large holes in the centre, and pack these hollow spaces with rubber and other articles.

OLD WINE IN NEW BOTTLES. Germans at home would send forth their propaganda under false covers. What appeared, for example, to be a school edition of Homer would contain pamphlets on British misgovernment in India. Similarly, magazines covering dates would be used for concealing the nature of 1915. The Germans were turning their new wine into old bottles in this way, as the library and museum that have been formed by the department abundantly testify.

Some of the most curious things in the library are the cartoons which the Germans tried to send broadcast. One, when unity of command was established, represented the British Lion; another, when America entered the war, depicted all the members of the Roosevelt family as Red Indians flourishing tomahawks.

In the museum are many curiosities which were addressed to the Kaiser—baroque chicken bones and dry bread, a "scrab" which is cursed, and an American cartoon marked "Gt. party is not there, please forward to St. Helena."

Whilst these and similar "discoveries" added a curious interest to the work of the department, information of a more valuable kind was constantly obtained by the expert commercial staff of the Censor. Without this very vigilant censorship, the trading with the enemy laws could not have been enforced. In all the most important cases the prosecution relied largely upon its evidence.

## 100 DIFFERENT LANGUAGES.

The censorship made it impossible for the enemy to communicate with his overseas markets, and innumerable letters from enemy sources indicated how much this factor contributed to the pressure of the blockade. Elaborate schemes by the enemy for being first in the markets of the world when the war was over were defeated by the fact that they were invariably discovered by the Censor.

The prisoners-of-war, whose letters are still being censored, are full of the one idea of getting home. They are very angry about the peace terms, but say their Government will sign, but will not keep them.

Letters in more than 100 different languages have had to be deciphered by an expert staff of 90 linguists. Amongst the most difficult of these communications were those written in Basque, Zulu, Chinese, and such devices as Greek in Turkish and Bulgarian characters. But no difficulty has ever been too great for the department to overcome. The censorship has done useful work and has kept the Government constantly informed on a thousand things which were vital to the winning of the war.

As they were to-day. (Cheers.) They would be strangely ungrateful if they did not think so. The Press would be untrue to its traditions and to the public if it did not interpret that view on all occasions. They all knew the common talk about the unpreparedness of Great Britain for war. It was quite true that the British State was not prepared for a war of this magnitude, but they could not say, after what the Regular Army did in 1914, that that Army was unprepared or untrained. (Hear, hear.) Never was the Press so well prepared as on the occasion of this war. Three years before it broke out arrangements had been made by the Admiralty, War Office, and Press Committee, that war correspondents should accompany the first contingent that landed on foreign shores, and the names of the war correspondents were accepted. The Press had even bought the horses and saddles, and it was no fault of theirs that they were unable to do justice to the superb achievements of the British Army. The war correspondents were not allowed to go. When he went to France in June, 1915, war correspondents were playing cricket in the grounds of a chateau near St. Omer, which they were hardly allowed to leave. Things were altered afterwards. It was found that it was necessary to give the Press proper facilities for the responsible duties they had to perform, and in the latter days of the war they were given them, and the system worked admirably. He thought they had reason, and editors would agree with him, to be proud of the work of British war correspondents. (Hear, hear.) They were proud of the fact that their correspondents were in the front line trenches. Those who represented the British Press shrank no danger in order that they might do justice to the greatest they represented and the public they served. (Hear, hear.) He did not believe that in the future the facilities which had been accorded to the Press in regard to war reports would be withdrawn; they would be recognised as part of the necessary machinery of the State and given facilities according to the necessities of the time on behalf of the great public which required to hear the truth, and nothing but the truth. (Hear, hear.) War correspondents had, so far, not received the honour that was their due.







the 1990s, the number of people in the world who are illiterate has increased from 1.2 billion to 1.5 billion. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015.







## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRERA, ONLAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BRERA, ONLAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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or to Reiss & Co., Canton.

THE BANK LINE, LIMITED.  
(General Agents.)

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamer     | To Sail             |
|-----------------------|-------------|---------------------|
| SHANGHAI              | "CHENG TU"  | On 5th Aug. 4 P.M.  |
| SWATOW and BANGKOK    | "KI EICHOW" | On 6th Aug. 3 P.M.  |
| MANILA, CEBU & ILOILO | "TAMING"    | On 6th Aug. 4 P.M.  |
| SHANGHAI              | "KWANGSE"   | On 7th Aug. Dlight  |
| SHANGHAI              | "TEAN"      | On 10th Aug. Dlight |
| SHANGHAI & TSINGTAO   | "CHENAN"    | On 12th Aug. Dlight |

SHANGHAI LINE—PASSENGERS, MALES and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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TELEPHONE 38

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 8 to 10 Days).

|              |                     |            |                     |
|--------------|---------------------|------------|---------------------|
| "QUINNEBAUG" | Capt. J. Medina     | WEDNESDAY, | 6th Aug. at Noon.   |
| "HAI TAN"    | Capt. A. H. Stewart | FRIDAY,    | 8th Aug. at 1 P.M.  |
| "HAIHONG"    | Capt. J. W. Evans   | 11 JESDAY, | 18th Aug. at 1 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

## PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

| Steamer               | From Hongkong  | At |
|-----------------------|--|----|
| The S.S. "WEST CONOB" | will sail from this port on or about August 16th, for the usual ports of call. |    |
| S.S. "COLOMBIA"       | Aug. 12th, 1919.   |    |
| S.S. "VENEZUELA"      | Sept. 10th, 1919.  |    |
| S.S. "ECUADOR"        | Oct. 8th, 1919.  |    |

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41. COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

| Steamer | Leave Hongkong about | Due at Marseilles about | Due at London about |
|---------|----------------------|-------------------------|---------------------|
| NAGOYA  | 26th August          | 25th Sept.              | 7th Oct.            |
| KHIVA   | 23rd October         | 22nd Nov.               | 4th Dec.            |

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

| Steamer | Leave Hongkong about | Due Bombay about |
|---------|----------------------|------------------|
| DUNERA  | 7th Sept.            | 21st Sept.       |

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

|                |           |            |
|----------------|-----------|------------|
| ARRATOON APCAR | 2nd Sept. | 25th Sept. |
|----------------|-----------|------------|

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.           | Leave Hongkong about | Sail to         |
|----------------|----------------------|-----------------|
| ARRATOON APCAR | 11th August          | Shanghai & Kobe |
| ITOLA          | 20th August          | Shanghai & Kobe |

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabin are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Pootman, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within the day of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

|              |                  |                              |
|--------------|------------------|------------------------------|
| SUWA MARU    | (omit Shanghai)  | Tuesday, 5th Aug. at 10 a.m. |
| KASHIMA MARU | (calling Manila) | Friday, 23rd Aug. at 11 a.m. |

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

|                               |                            |
|-------------------------------|----------------------------|
| KITANO MARU (calling Malacca) | Friday, 8th Aug. at Noon.  |
| INABA MARU                    | Friday, 22nd Aug. at Noon. |

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

|          |                                 |
|----------|---------------------------------|
| AKI MARU | Wednesday, 20th Aug. at 11 a.m. |
|----------|---------------------------------|

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.  
TOTOMI MARU ... Sunday, 10th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

|            |                                |
|------------|--------------------------------|
| TANGO MARU | Saturday, 23rd Aug. at 11 a.m. |
|------------|--------------------------------|

SHANGHAI, KOBE & YOKOHAMA.

|             |                                |
|-------------|--------------------------------|
| LYO MARU    | Wednesday, 6th Aug. at 11 a.m. |
| HWAH-WU     | Wednesday, 6th Aug. at 11 a.m. |
| KOSOKU MARU | Wednesday, 13th Aug.           |
| ATSUTA MARU | Thursday, 21st Aug. at 11 a.m. |

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

|                                      |                   |
|--------------------------------------|-------------------|
| TAJIMA MARU (Marseilles & Liverpool) | Middle of August. |
|--------------------------------------|-------------------|

For further information apply to— NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer     | Tons   | Leave Hongkong |
|-------------|--------|----------------|
| SHINYU MARU | 32,000 | Aug. 13th.     |
| PERFIA MARU | 9,000  | Aug. 28th.     |
| KOREA MARU  | 30,000 | Sept. 10th.    |
| NIPPON MARU | 11,000 | Sept. 25th.    |

\* omitting call at Shanghai

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO  
SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA  
THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

| Steamer    | Tons   | Leave Hongkong |
|------------|--------|----------------|
| ANYO MARU  | 18,600 | Sept. 10th.    |
| SEIYO MARU | 14,000 | Nov. 4th.      |

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager  
(King's Building)

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION               | STEAMER & DEPARTURE     | SAILING DATE           |
|---------------------------|-------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "PORTHOS" ... 20,000    | On or about 18th Aug.  |
|                           | "PAUL LECAL" ... 32,000 | On or about 14th Sept. |
|                           | "SPHINX" ... 20,000     | On or about 11th Oct.  |

MARSEILLES VIA  
HAIPHONG, SAIGON  
SINGAPORE, COLOMBO, DUBOUI, SUEZ,  
PORT SAID ...  
"ANDRE LEBON" ... 22,000 ... On or about 23th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,  
Acting Agent,  
(Queen's Building,  
Telephone 740.)

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.  
"AMAZON MARU" ... Tuesday, 13th August.  
"ALTAI MARU" ... Friday, 23th August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment, at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Wednesday, 13th August.

"BURMA MARU" ... Monday, 1st September.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. & ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 18th August.

"CANADA MARU" ... Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" ... Thursday, 14th Aug. at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" ... Friday, 15th Aug. at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
Tel. No. 744 and 745. No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"

(15,000 tons, American Registry)

"CHINA"

(10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" ... Aug. 22nd, 1919.

"CHINA" ... Sept. 11th.

An unsurpassed high-class passenger service.

O. H. HITTER, Freight and Passenger Agent,  
105 House Street, Tel. 1943.



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

| From   | Per       | Due                      |
|--|-----------|--------------------------|
| Formosa via Keelung, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via CANADA | Wing Hong | Tuesday, 5th, 9.0 A.M.   |
| Fort Bayard  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Swatow, Amoy and Foochow   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Shanghai and North China   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Japan via Yokohama   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Bothow and Halphong  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Tourane  | Wing Hong | Tuesday, 5th, 10.00 A.M. |

## OUTWARD MAILS.

| For  | Per       | DATE                     |
|--|-----------|--------------------------|
| Formosa via Keelung, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via CANADA   | Wing Hong | Tuesday, 5th, 9.0 A.M.   |
| Fort Bayard  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Swatow, Amoy and Foochow   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Shanghai and North China   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Japan via Yokohama   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Bothow and Halphong  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Tourane  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Canada, United States, Central and South America, and EUROPE via AMERICA   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Japan via Kobe   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via CANADA | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Philippine Islands   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Swatow, Amoy and Foochow   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Shanghai and North China   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Japan via Yokohama   | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Bothow and Halphong  | Wing Hong | Tuesday, 5th, 10.00 A.M. |
| Tourane  | Wing Hong | Tuesday, 5th, 10.00 A.M. |

\* Correspondence bearing vessel's name, only.

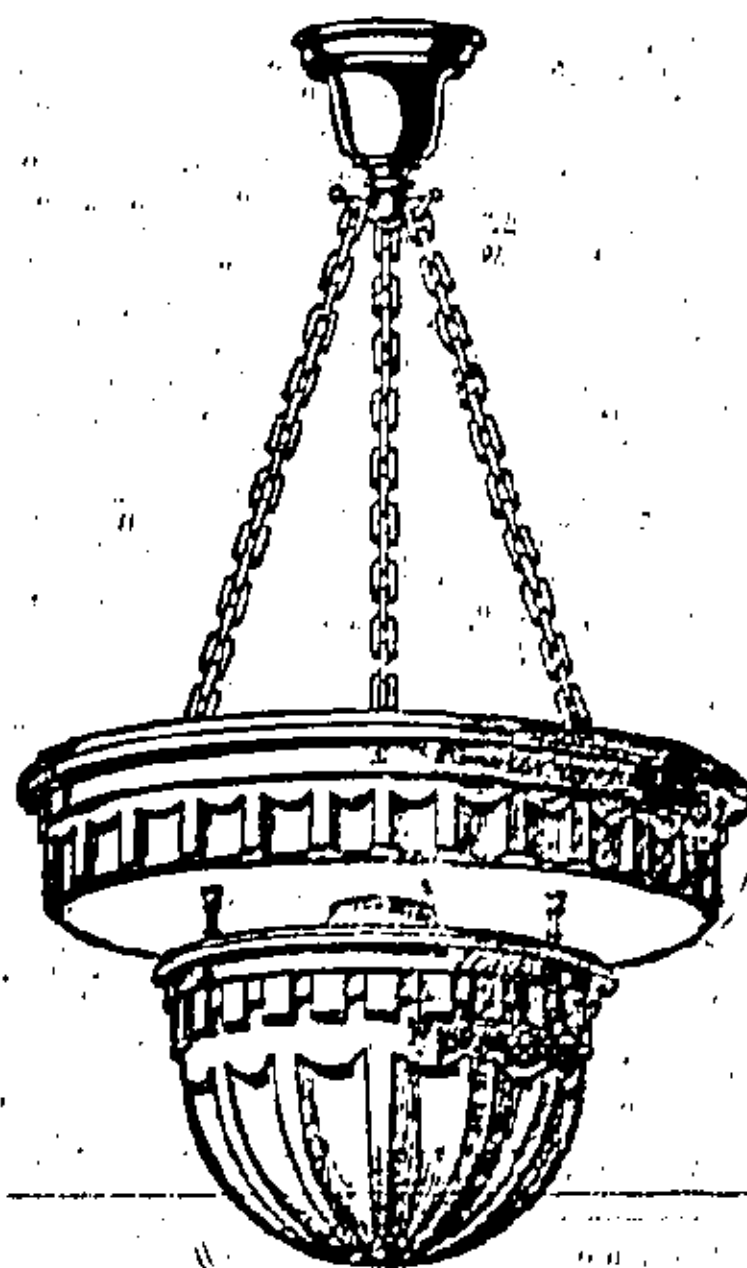
## LOCAL AND REGULAR MAILS OUTWARD.

| For  | ON WEEK-DAYS | ON SUNDAYS & HOLIDAYS |
|--|--------------|-----------------------|
| Tai O  | 10.00 A.M.   | 10.00 A.M.            |
| Tai Po   | 10.00 A.M.   | 10.00 A.M.            |
| Cheung Chow  | 10.00 A.M.   | 10.00 A.M.            |
| Shataukok, Shatin, Sheungshui, Auteu, Ping Shao and Saanhu | 10.00 A.M.   | 10.00 A.M.            |
| Aberdeen, Sai Kung and Stanley                             | 10.00 A.M.   | 10.00 A.M.            |
| Canton and Samshui   | 10.00 A.M.   | 10.00 A.M.            |
| *Canton (By Train)   | 10.00 A.M.   | 10.00 A.M.            |
| Wachow   | 10.00 A.M.   | 10.00 A.M.            |
| Macao  | 10.00 A.M.   | 10.00 A.M.            |
| Kongmoon   | 10.00 A.M.   | 10.00 A.M.            |
| Namtau and Sanme   | 10.00 A.M.   | 10.00 A.M.            |
| Shamhu   | 10.00 A.M.   | 10.00 A.M.            |

## ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.  
Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling  
light replaces four  
or five ordinary  
bulbs and gives  
a more diffused  
light with the  
"BRASCOLITE"  
FITTING.



Prepare for the  
warm weather and  
send your fans in  
to be cleaned and  
plated.  
A few stock of  
the latest models  
due to arrive.

WILLIAM C. JACK &amp; CO., LTD.

## COMMERCIAL.

## OPENING QUOTATIONS.

|                                      |            |
|--------------------------------------|------------|
| London                               | August 2nd |
| Telegraphic Transfer                 | 37 1/2     |
| Bank Bill, on demand                 | 37 1/2     |
| Bank Bill, at 30 days' sight         | 37 1/2     |
| Bank Bill, at 4 months' sight        | 37 1/2     |
| Credit, at 4 months' sight           | 37 1/2     |
| Documentary Bill, at 4 months' sight | 37 1/2     |
| On Paris                             |            |
| Bank Bill, on demand                 | 87 3/4     |
| Credit, at 4 months' sight           | 88 1/2     |
| On New York                          |            |
| Bank Bill, on demand                 | 80 1/2     |
| Credit, at 60 days' sight            | 81 1/2     |
| On Bombay                            |            |
| Telegraphic Transfer                 | nom.       |
| Bank Bill, on demand                 | nom.       |
| On Calcutta                          |            |
| Telegraphic Transfer                 | nom.       |
| Bank Bill, on demand                 | nom.       |
| On Shanghai                          |            |
| Bank Bill, at sight                  | nom.       |
| Private, 30 days' sight              | nom.       |
| On Yokohama                          |            |
| On demand                            | 159        |
| On Manila                            |            |
| On demand                            | 163        |
| On Singapore                         |            |
| On demand                            | 183 1/2    |
| On Batavia                           |            |
| On demand                            | 304 1/2    |
| On Haiphong                          |            |
| On demand                            | nom.       |
| On Saigon                            |            |
| On demand                            | 49 1/2     |
| On Bangkok                           |            |
| On demand                            | 54 1/2     |
| Gold Leaf, 100 fine, per oz.         | \$36.40    |
| Bar Silver, per oz.                  | 85 1/2     |

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABBE, Chief Manager. Hongkong November 2nd 1919.

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO). INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1906. Capital Subscribed Yen 20,000,000 Capital (Paid-up) Yen 17,500,000 Reserve Funds Yen 2,500,000

## HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji. FORMOSA—Gilan, Kagi, Kankoku, Keelung, Pusan, Shichiku, Makung, Tainan, Tamsui, Takow, Tamsui, Tientsin, Aik. CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton. OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BANKERS.

CAPITAL AND COUNTRIES BANK, LONDON AND SOUTH-WESTERN BANK, PARIS. The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Chosen, Japan, Indo-China, Siam, India, Philippines, Malaya, Java, and other Dutch Indies, Australia, America, Africa, etc. Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

## NAOKICHI YANAGITA, Manager.

HONGKONG BRANCH, 3, Des Vaux Road. Hongkong April 14th, 1919.

## THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2 Queen's Road Central. Paid-up Capital Yen 22,000,000

Directors: Mr. Pong Wai Tin, Chairman. Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chan, Mr. Chan Kai Ming, Mr. Mok Chung-Kong, Mr. Fung Ping Shan, Mr. Wong Yui Tong, Mr. F. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Luk.

Chief Manager:—KAN TONG PO. Assist. Manager:—LI TSE FONG.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per annum. For 6 months at the rate of 4 1/2 per annum. For 12 months at the rate of 5 1/2 per annum.

KAN TONG PO, Chief Manager. [1919]

## THE INDUSTRIAL &amp; COMMERCIAL BANK LTD.

Head Office:—8, Des Vaux Road Central, Hankow Branch:—Paooff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 1 1/2, 4, 5, 6, respectively.

Inquiry our SPECIAL SERVICE will be welcome.

J. USANO LY, Manager. 501

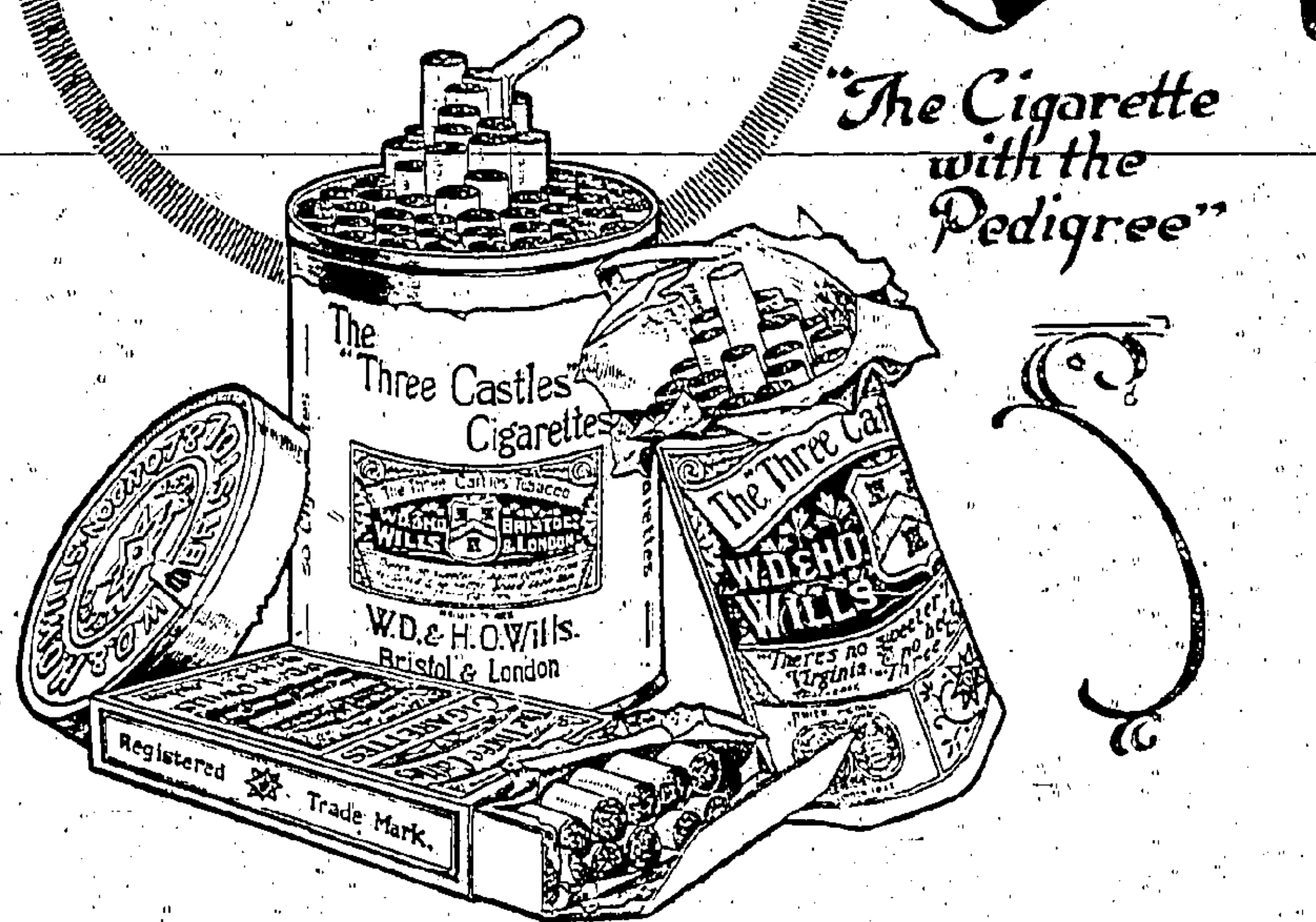
July 7th, 1919

## The "Three Castles" Cigarettes

Made in — Regular.

Magnum and super—

Magnum sizes.



"The Cigarette with the Pedigree"

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

## BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK). Subscribed Capital F. 75,000,000 Paid Up F. 27,000,000 (1/3 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors: Andre Berthelot. General Manager: A. J. Perrotte.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Shanghai, Hankow, Canton, Hongkong, Peking, Tientsin, etc.

IN FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

IN LONDON: London County Westminster & Parr's Bank, Ltd.

IN NEW YORK: Bondman & Co. Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROBERT DE JOURNEL, Manager. Hongkong, April 1st, 1919.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital Yen 21,500,000 Subscribed Yen 1,500,000 Paid-up Yen 750,000 Reserve Fund & Rest Yen 785,700

Branches: Bombay, Calcutta, Hongkong, Rangoon, Colombo, Madras, Penang, Singapore, etc.

Head Office: 15, Gracechurch St., London.

Branches: Hongkong, Canton, Shanghai, etc.

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Head Office: 15, Gracechurch St., London.

Branches: Hongkong, Canton, Shanghai, etc.

Head Office: 15, Gracechurch St., London.

## THE BANK OF CHINA

(SPECIALLY AUTHORIZED IN CHINA BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorized Capital Yen 80,000,000 Paid-up Capital Yen 12,273,800 Reserve Funds Yen 3,187,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES: (PEKING): Haining, Tungchow, (NORTH): Miyun, Chobai, Pailien, Nianlan, Hsuanhsu, (CHINA): Tientsin, Pootung, Luta, Tsinhsien, Sangfang, Shuntshu, Tangshan, Taming, Chohuhsien, Weinsien, (MANCHURIA): Changchun, Moukden, Kirin, Taitshar, Newchang, Liaoyuanchow, Heho, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suifu, Hailuifu, Ninguta, Kungshing, Liangpang, Fuyu, Yenchi, Kaiping, (HUPEN): Hankow, Shao, Ichang, (HUPEN): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wush, Hsuehchow, Tungchow, (SOUTH): Tientsin, (SHANTUNG): Tsinan, Taingtao, Chetoo, Tientsin, Lintshien, (SHANAI): Taiyuanfu, Yansheng, Sianhsien, Tientsin, (HONAN): Kaifung, Chowkiakow, Hsian, (KWANGTUNG): Hongkong, Canton, Swatow, Kiangchow, (FUKIEN): Foochow, Amoy, Hankow, Chuanchowfu, Changchow, Santao, (CHENGKANG): Hanchow, Shaoching, Hsuehchow, Kaishan, (Wenchow, Ningpo, Lanchow, Fuyao, Hsamen (Kiangsu): Nanchang, Kinkiang, Kanchow, Chintchen, Chian, (ATWEN): Wuhu, Anking, Panglow, Luchowfu, Tsinan, Tungki, Luan, (SZICHUAN): Kweichow, Kweichow, (SHANAI): Sianfu, Hanchungfu, (SUICHAN): Kweichow, Paotowchen (TAIPEI): Kalgan, Fengchen, (UEGAI): Urga, Haktiao.

HONGKONG BRANCH. Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE FEE, Manager. Hongkong, May 16th, 1919.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1823. HEAD OFFICE:—LONDON.

Paid-up Capital Yen 21,200,000 Reserve Fund Yen 21,100,000 Reserve Liability of Proprietors Yen 21,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKETT, Manager. Hongkong, April 8th, 1919.

## BANQUE DE L'INDO-CHINE

(FRENCH BANK). Head Office: 16bis Rue La Fayette, Paris.

Capital Yen 40,000,000 Reserves Yen 50,000,000

BRANCHES AND AGENCIES: Bangkok, Hongkong, Saigon, Batavia, Mouktee, Shanghai, Canton, Nanning, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Fium-Penh, Vladivostok, Hanoi, Pondichery.

BANKERS: IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.

A. SIRE, Acting Manager. Hongkong, October 1st 1918.

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